INDIA'S NO. 1 TWO WHEELER MAGAZINE, BY FAR!

₹ 100

BIKE INDIA

VOLUME 17 ▶ ISSUE 05 DECEMBER 2021 WWW.BIKEINDIA.IN

★★★★★
SPECIAL POSTER
VALENTINO ROSSI
★★★★★

BAJAJ PULSAR 250s

Biggest and meanest Pulsars yet

FIRST RIDE: Ola S1 Pro
TESTED: TVS Raider & RR310 BTO
UPDATE: Yamaha YZF-R15 version 4.0
FEATURE: Valentino Rossi's Ten Greatest Victories

Aprilia **Tuareg 660**

Yamaha **Aerox 155**

Ducati **Multistrada V2 S**

NEXT GEN PUBLISHING

VISIT…

LANZAROTE
Caliente.COM

WHAT MAKES HIGHNESS A HIGHNESS?

IS IT LEGACY? IS IT THE VOICE? IS IT BEING HIGHLY SELECTIVE? IS IT MOVING AROUND WITH THE NOBILITY? IS IT BEING IN TUNE WITH THE TIMES? IS IT JUST PURE CLASS? WHAT MAKES HIGHNESS A HIGHNESS?

Creative Visualisation.
All features and colours may not be a part of all variants.

Powerful 350cc Engine | Honda Selectable Torque Control (HSTC)
Honda Smartphone Voice Control system (HSVCS) | Assist And Slipper Clutch
Dual Channel ABS

Best in segment Interest rate of 5.65% | Cashback up to ₹5000*
Tenure up to 60 months | Instant approval | Finance up to 100%

ICICI Bank | AXIS BANK | IDFC FIRST Bank ALWAYS YOU FIRST | YES BANK

*Applicable for customers with previous loan track and in urban operating locations only. Loan amount and tenure are at sole discretion of bank. Other terms and conditions are applicable. Rate of Interest calculated based on flat rate for a tenure of 36 months. *On selected credit & debit card only".*

Follow us on: Honda BigWing India | BigWingIndia

Honda BigWing
—EXCITES THE WORLD—

HONDA

MOTUL

FOLLOW US ON
motul.in

A PRODUCT RANGE THAT COVERS ALL YOUR MOTORCYCLE NEEDS

100% SYNTHETIC

300 V
7100
SCOOTER POWER LE
800 2T

TECHNOSYNTHESE

5100
3100

MC CARE RANGE

CHAIN CLEAN
CHAIN LUBE
CHAIN PASTE
HELMET INTERIOR CLEAN
HELMET & VISOR CLEAN
FORK OIL
TYRE REPAIR
SHINE & GO
DOT 3 & 4 BRAKE FLUID

PREMIUM MINERAL

3000 4T PLUS
SCOOTER LE
MOTOMIX 2T

COOLANTS

MOTOCOOL EXPERT
INUGEL EXPERT

MOTUL
300V
800
5100 4T 15W-50
7100 4T 10W-50
4T 3100 GOLD 15W-50
4T 3100 GOLD 20W-50
4T 3000 4T Plus 10W-40
4T 3000 4T Plus 15W-50
4T SCOOTER POWER LE 5W40
4T SCOOTER LE 10W-30
FORK OIL
TYRE REPAIR
CHAIN LUBE
CHAIN CLEAN
CHAIN PASTE
BRAKE FLUID DOT 3&4
MOTOCOOL EXPERT

ATLANTIC LUBRICANTS & SPECIALITIES PVT. LTD. (JV PARTNER OF MOTUL)

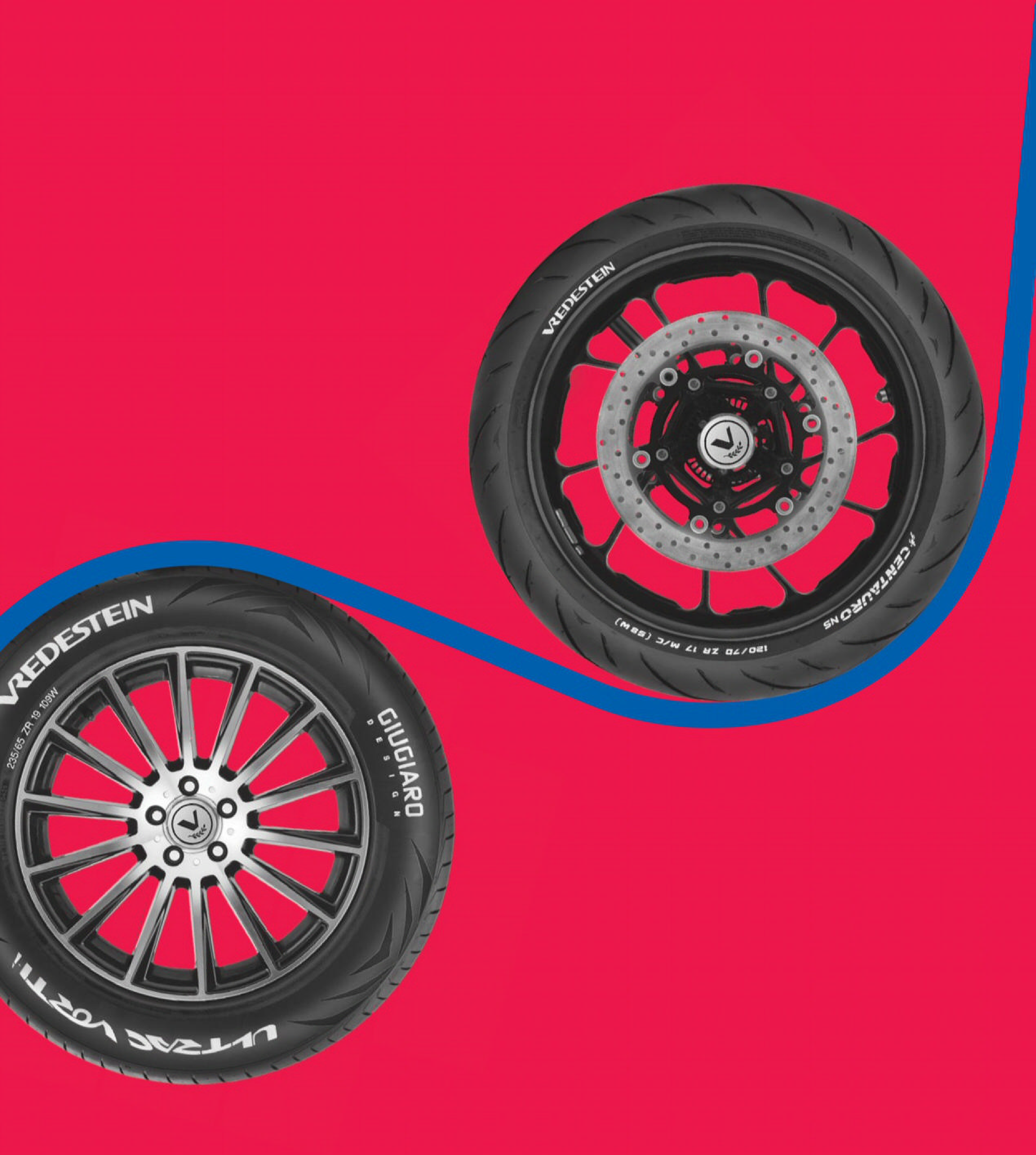
301, Ketan Apartment, 233, R.B. Mehta Marg, Ghatkopar East, Mumbai 400077, INDIA. Tel: 91 22 2501 1960/61 I E-mail: motul@alsl.co.in

NAMASTE
INDIA—

THE PRIDE OF EUROPE IS NOW CLOSER TO YOU.

Vredestein, the name that holds a century old legacy of pushing design and innovation to the pinnacle of performance, is here. Now drive the best of European technology on Indian roads.

VREDESTEIN
TYRES


VREDESTEIN
CENTAURO NS
120/70 ZR 17 M/C (58W)
VREDESTEIN
235/65 ZR 19 109W
GIUGIARO DESIGN
ULTRAC VORTI

Welcome

Rider Safety is the Main Issue

THE AUTHORITIES HAVE BANNED THE SALE OF IMPORTED HELMETS IN THE COUNTRY. The reason being cited is that the Chinese are dumping helmets of a poor quality in our country. That is a valid reason to ban non-ISI helmets. However, we cannot ignore the fact that some of the Indian ISI-certified helmets are pathetic — they are more likely to cause harm than offer protection to the rider. The Federation of Motor Sports Clubs of India (FMSCI) does not allow ISI-certified helmets for racing. The helmets that are allowed for racing in India are ECE Snell and Jis.

Under the new rule, it is illegal to sell imported helmets. Anyone caught selling imported helmets can be arrested. In such a scenario what does one do if one wants to buy a helmet for motorcycle racing? This new rule seems to be taking us back to the time when perforce we had to import everything. One solution is to ban the import of helmets that cost less than Rs 5,000. This will filter out the Chinese helmets of a cheap quality and also protect the Indian helmet manufacturers from cheap imports. The import of expensive helmets will not affect the Indian manufacturers, for a majority of Indian helmets are priced below Rs 5,000. This will also allow people to better protect themselves.

The fuel prices have been showing a northward trend for the past couple of months and, finally, there was a reduction of Rs 5 which is miniscule compared to what we pay for petrol.

With everybody wanting to jump on the electric vehicle (EV) bandwagon, we get an e-mail every day saying a new start-up is making an e-bike or e-scooter. It is understandable if an existing two-wheeler manufacturer forays into the manufacture of an electric bike or an e-scooter; however, an entity that has no prior experience of bike or scooter manufacture spells trouble. What this will result into is we will be left with a huge pile of junk.

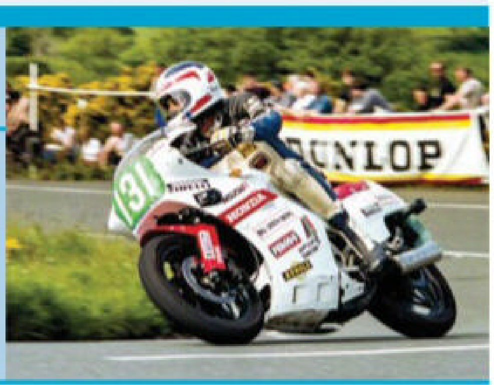
Aspi Bhathena EDITOR

Member IMOTY Indian Motorcycle of the Year

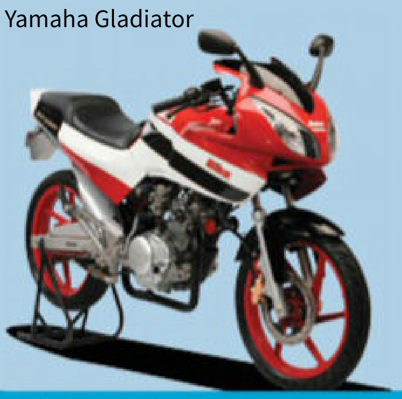
DAINESE
HRC
HONDA

Why BIKE India Stands Apart

- Team headed by the only Indian to have **raced at the Isle of Man TT**
- We don't just test **bikes**, we **build them ourselves** too
- In case there is a **problem** in a bike, we don't just **find faults**; we suggest appropriate **solutions**
- Our technical know-how makes **our reviews** that much more **technically accurate**



2006 We built the
Yamaha Gladiator



2016 We built the
Bajaj Pulsar AS200

2017 We built a race replica of the
Harley-Davidson Street 750

Bike India Magazine, S. No. 261/G.L.R. No. 5,
East Street, Camp, **PUNE** 411001. India,
Email us at: bikeindia@nextgenpublishing.net

Editor Aspi Bhathena
Executive Editor Sarmad Kadiri
Copy Editor Deepak Upadhye
MotoGP Editor Mat Oxley
International Contributors Roland Brown, Adam Child 'Chad'
Principal Correspondent Jim Gorde
Correspondents Joshua Varghese, Zal Cursetji
Azaman Chothia, Glen Francis
Art Director Ramnath Chodankar
Head Design & Production Ravi Parmar
Designers Santosh Wadhai, Sandeep Naik
Senior Photographer Sanjay Raikar
Staff Photographer Apurva Ambep
Production Supervisor Dinesh Bhajnik
Administration Executive Francis Daniel
Publisher Marzban Jasoomani
Associate Publisher &
General Manager (North & East) Ellora Dasgupta
Mentor & Special Advisor Hoshang S Billimoria

MARKETING HEAD OFFICE

NEXT GEN PUBLISHING PVT. LTD.
608, Trade World, 6th floor, C wing, Kamala Mills compound,
Senapati Bapat Marg, Lower Parel (West).
MUMBAI 400013. India. Mob No.: +91 932 154 6598

Circulation Manager Kapil Kaushik (North and East)

Subscription Supervisor Sachin Kelkar - Mob No.: +91 932 154 6598
E-mail: subscriptions@nextgenpublishing.net
Apple Newsstand & Magzter Queries help@magzter.com
Zinio Subscriptions Queries http://in.zinio.com/help/index.jsp

REGIONAL MARKETING OFFICES

DELHI: NEXT GEN PUBLISHING PVT. LTD. 26-B, First Floor,
Okhla Industrial Estate, Phase-III, New Delhi-110020, India
Tel: +91 11 4234 6600 / 6678 Fax: +91 11 4234 6679
Deputy General Manager Operations
Chanchal Arora (North and East)

BENGALURU: Unit No. 509, 5th Floor 'B' Wing,
Mittal Towers, MG Road, Bengaluru-560001, India
Tel: +91 80 66110116/17 Fax: +91 80 41472574
General Manager Girish Shet (South)

CHENNAI: Cenetoph Elite, No.5, 1st street, Teynampet,
Chennai-600018, India Tel: +91 44 42108421, 42175421

AHMEDABAD: Devendra Mehta - Mob No.- 09714913234

HYDERABAD: Srinivas Gangula, Territory Sales Incharge
(Circulation), Hyderabad. Tel +91 9000555756

KOLKATA: Vidyasagar Gupta, Territory Sales Incharge
(Circulation), Kolkata-700035, India. Tel +91 09804085683

Views and opinions expressed in the magazine are not necessarily those of Next Gen Publishing Pvt. Ltd. Next Gen Publishing does not take responsibility for returning unsolicited manuscripts, photographs or other material. All material published in Bike India is copyright and no part of the magazine may be reproduced in part or full without the express prior written permission of the publisher.

Printed by Marzban Jasoomani, Next Gen Publishing Pvt. Ltd.,
608, Trade World, 6th floor, C wing, Kamala Mill Compound,
Senapati Bapat Marg, Lower Parel (West). Mumbai - 400013.

Published by Marzban Jasoomani,
Next Gen Publishing Pvt. Ltd., 608, Trade World,
6th floor, C wing, Kamala Mill Compound,
Senapati Bapat Marg, Lower Parel (West).
Mumbai - 400013.

Printed at Kala Jyothi Process Pvt. Ltd,
1-1-60/5 RTCX Roads, Hyderabad - 20.

Published at Next Gen Publishing Pvt. Ltd.,
608, Trade World, 6th floor, C wing,
Kamala Mill Compound, Senapati Bapat Marg,
Lower Parel (West). Mumbai - 400013.

DR1V

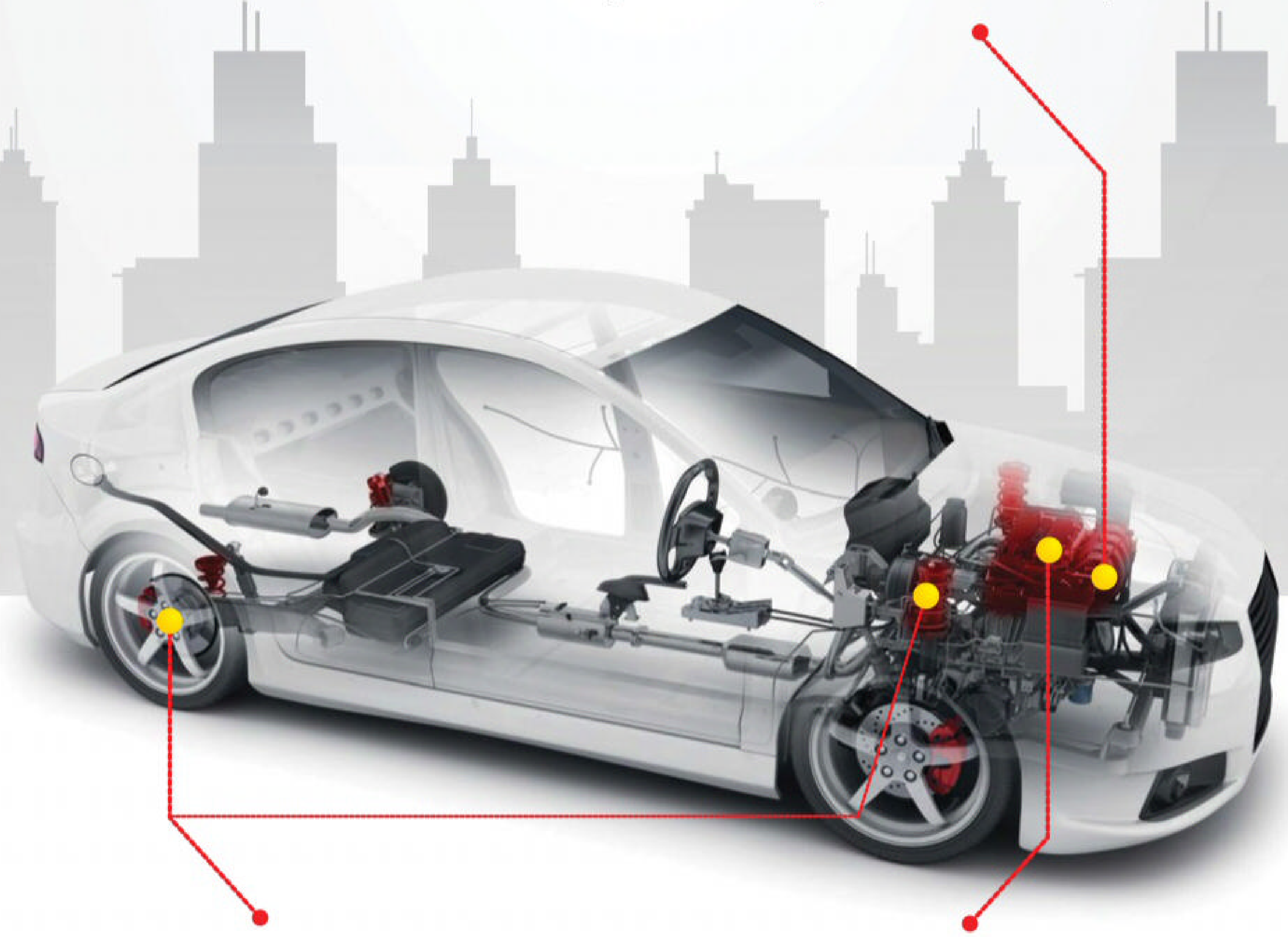
TENNECO

STORIED BRANDS

DRAWN TOGETHER BY A NEW DRIVING FORCE

SEALING & ENGINE
ENGINE EXPERTISE

GOETZE® | AE® | FP DIESEL | Payen®



BRAKES AND CHASSIS
AROUND THE WHEEL COVERAGE

FERODO® | MONROE®

MAINTENANCE
SERVICE SOLUTIONS

GOETZE® | CHAMPION®

India Office
Paras Trade Centre, 7th Floor, Gwal Pahari,
Sector-2, Gurgaon – 122003 | Toll Free - 1800 2700 970

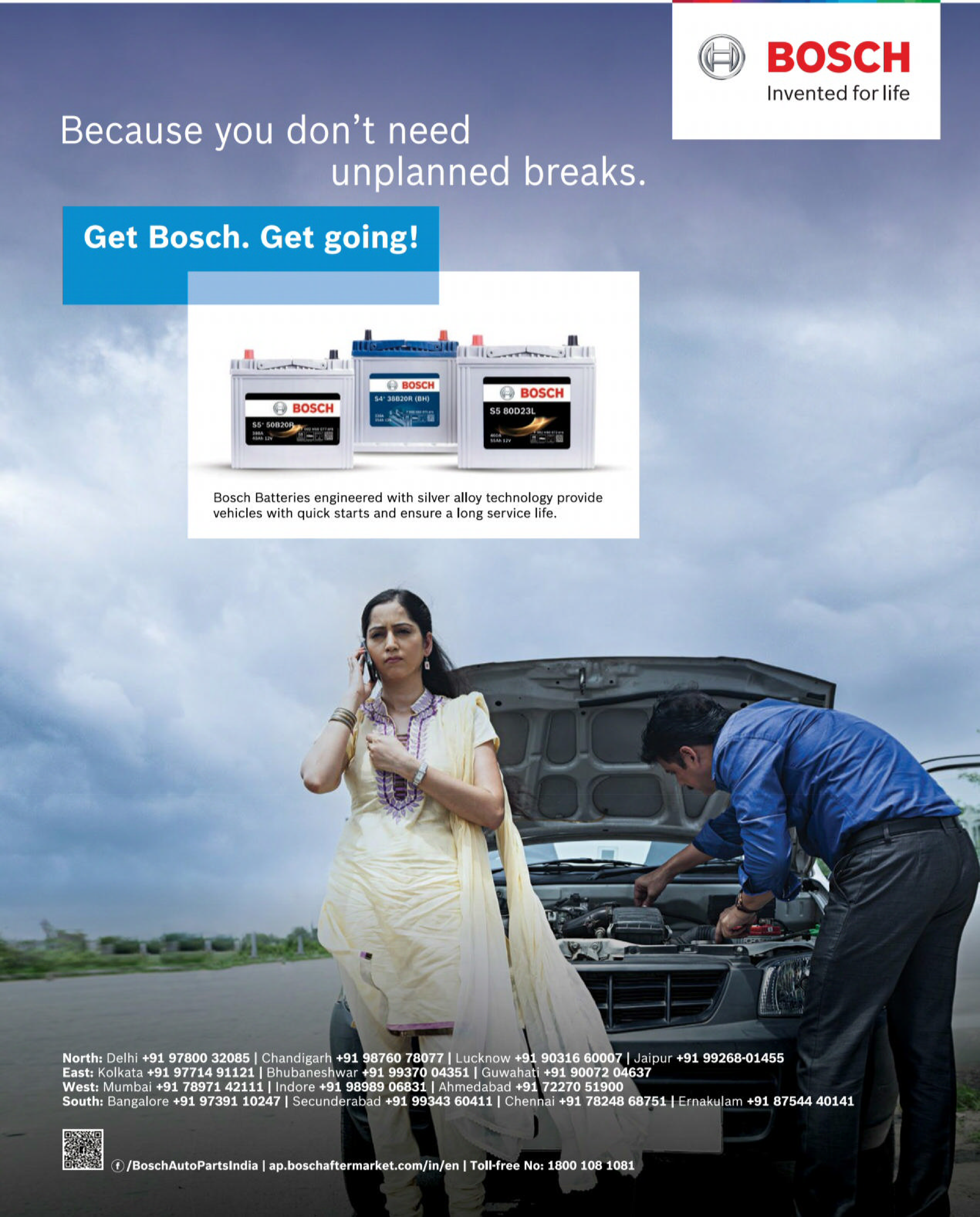
Learn more at
DRiV.com

#BI*kers*

Send in Your Pictures with #B*I*KERS to:
/bikeindia bikeindia@nextgenpublishing.net

BIKE
BAJAJ
PULSAR
250s

We've completed
16 YEARS at *BIKE INDIA*,
and YOU, our READERS, are
the FUEL that drives us forward.
Your SUPPORT is the most VALUABLE
component of *BIKE INDIA* magazine,
and we can't THANK YOU enough.
So here's a tribute to YOU
— the amazing *#BIkers*.
May our bond grow ever
STRONGER.
Ride hard, **RIDE SAFE**.



BOSCH
Invented for life

Because you don't need
unplanned breaks.

Get Bosch. Get going!

Bosch Batteries engineered with silver alloy technology provide vehicles with quick starts and ensure a long service life.

North: Delhi **+91 97800 32085** | Chandigarh **+91 98760 78077** | Lucknow **+91 90316 60007** | Jaipur **+91 99268-01455**
East: Kolkata **+91 97714 91121** | Bhubaneshwar **+91 99370 04351** | Guwahati **+91 90072 04637**
West: Mumbai **+91 78971 42111** | Indore **+91 98989 06831** | Ahmedabad **+91 72270 51900**
South: Bangalore **+91 97391 10247** | Secunderabad **+91 99343 60411** | Chennai **+91 78248 68751** | Ernakulam **+91 87544 40141**

/BoschAutoPartsIndia | ap.boschaftermarket.com/in/en | Toll-free No: 1800 108 1081

Contents

December 2021 / Volume 17 / Issue 5

Bike
BAJAJ PULSAR 250s

REGULARS

6 Editorial

8 YOU

11 Readers Write

12 Ignition

92 *BI* GBU

FIRST RIDE

22 Ola Electric S1 PRO
Riding the most hyped electric scooter yet!

26 Bajaj Pulsar 250s
Do they imbibe the Pulsar DNA?

32 Ducati Multistrada V2 S
Telling you all about the refreshed baby Multi

38 Aprilia Tuareg 660
Should the Yamaha Ténéré 700 be worried?

UPDATE

44 Yamaha YZF-R15 V4.0
Now comes loaded with extra tech, but what about the fun?

TESTED

46 TVS RR 310 BTO
Taking TVS' track monster to the streets

60 Yamaha Aerox 155
Is this the best scooter in the country?

66 TVS Raider 125
TVS' weapon in the 125-cc sporty commuter segment, tested!

PRODUCT REVIEW

70 Royal Enfield Accessories
All about the functional upgrades for the Classic 350

SPORT

72 Royal Enfield GT Cup

74 Rossi's Greatest Victories

82 MotoGP: Portugal & Valencia

90 WSBK: Indonesia

26

38

66

90
SBK
MOTUL
YAMAHA

Readers Write

@bikeindia /bikeindia /bikeindia /bikeindia
bikeindia@nextgenpublishing.net
S.No. 261/G.L.R. No. 5, East Street, Camp, Pune 411001.

NOTE: Dear readers, thank you for the large number of responses! However, we request you to send them in a proper format. Firstly, please ensure that your messages/queries are part of the e-mail body itself, and not an attachment. Only pictures, wherever necessary, may be sent as attachments. Secondly, please mention the subject in the subject line. For example, if your e-mail is for the 'Readers Write' column, please mention READERS WRITE in the subject line. Otherwise, your mail could land up in the spam bin. This will ensure that your e-mails are published regularly.

– Editor

Revolt in Mumbai

➔ Is it worthwhile to buy a Revolt motorcycle in Mumbai? Please advise.
Rushikesh Bhopi, via social media

Dear Rushikesh,
That depends on your daily commute and the availability of charging points. If your everyday use is within the motorcycle's range and you are able to charge it overnight, then, yes, it could be worth it.

Same Engine, Different Behaviour

➔ Is there a difference in the way the Aerox 155 pulls as compared to the R15?
Aniruth Paramasivan, via social media

Dear Aniruth,
Yes, because although it is the same engine, it has been tuned differently for the Aerox 155. Therefore, while it is exciting when compared to any other scooter in the segment, there is a noticeable difference between the way the Aerox and the R15 pull away.

How to Harley

➔ Can we still buy Harley-Davidson motorcycles in India?
Anonymous, via social media

Yes, you can, since the trusted manufacturer, Hero MotoCorp, is handling H-D operations in India with dedicated dealerships.

Level Up

➔ Which motorcycle should I go for, the Triumph Street Triple R, the Kawasaki Z900 or the Honda CBR650R? I am upgrading from a BMW G 310 R and my use is mostly 300 to 400 kilometres on a Sunday. Sometimes I will use the bike in the city too. I like to ride fast and need good performance both within the city and on the highway.
Sanchay Baveja, via social media

Hello, Sanchay,
Based on your requirements, the Honda CBR650R will suit you the best from among this lot. Additionally, we also suggest you take a look at the new Triumph Trident 660. That is also a logical upgrade from the BMW.

TOP 3 Q

Questions about Ducati Monster

➔ @imnsharma_ asks: Is it worth the price tag it comes with?

The Monster is priced from Rs 10.99 lakh (ex-showroom) and is an affordable entry point into the exclusive Ducatisti family.

➔ @nicholsonfredrick asks: Do you feel it is overpriced?

Considering all the new technology and electronics on offer, the price is justifiable.

➔ @_abel_darngawn_ asks: What is the top speed and the seat height?

It should easily be able to do around 200 km/h. The saddle is 820 millimetres off the ground and Ducati have kits to lower it.

Questions about Yamaha YZF-R15 version 4.0

➔ @wit_but_notwise asks: Is it an improvement on the previous model?

Overall, yes. The new R15 is definitely an improvement on the outgoing one.

➔ @raianps95 asks: How convenient is the quickshifter to use in the city?

The quickshifter works quite well in the city and it improves through the rev-range.

➔ @prunus_avium_77 asks: Does the USD fork significantly improve the bike's handling?

The R15 continues to handle as it always did and the USD fork's benefit is most evident under braking. It is noticeably more stable now.

Double Trouble

Ducati adds two new Streetfighters to its line-up. Behold the Streetfighter V4 SP and the Streetfighter V2

THE STREETFIGHTER, A MOTORCYCLE that fuelled the war in the hyper naked class, a 200-plus-hp superbike-derived motor, winglets, and no fairing. But just when you thought the Streetfighter has a bit too much, Ducati have dropped yet another bomb in the form of the Streetfighter V4 SP.

Adorned in Ducati's winter test livery, the Streetfighter V4 SP is three kilograms lighter than the Streetfighter V4 S. The reduction in its weight comes in the form of carbon-fibre wheels, winglets, and a front fender. Like the Panigale V4 R, this hypernaked also gets a brushed aluminium tank that amplifies its appeal.

The wet-clutch set-up has been done away with for a new STM-EVO SBK dry clutch unit, while the Brembo Stylema calipers have been replaced with Stylema Rs along with a MCS 19.21 front brake pump.

At its heart, the rowdy Streetfighter V4 SP retains its 1,103-cc Desmosedici Stradale V4 that delivers 208 hp and 123 Nm. However, if these power figures aren't enough bragging rights for you, Ducati will be happy to throw in the full-system Akrapovič exhaust system for a few extra bucks, pushing its power output to 220 hp. While the motorcycle will be made in a limited number, we hope to see at least one make its way to India.

What if you adore the Streetfighter but all of those 200 horses are a bit too much for you? Fret not, Ducati have also unveiled the Streetfighter V2 alongside the Streetfighter V4 SP. This new baby Streetfighter shares its underpinnings with the Panigale V2 and the aerodynamics with the big-boy Streetfighters.

The 955-cc, L-twin Superquadro motor pumps out 153 hp and 101.4 Nm, just like the Panigale V2; however, the Streetfighter V2 gets shorter ratios allowing for more usable power to be available on the streets.

On the electronics front, the Streetfighter V2 comes with the entire gamut of electronics from the Ducati stable — cornering ABS, traction control, wheelie control, bi-directional quickshifter, engine brake control, and riding modes. All of these can be toggled though a 4.3-inch full-colour TFT display.

While we have no confirmation about a launch date yet, we expect the Streetfighter V2 to make its way to India in the first half of 2022, followed by the Streetfighter V4 SP.

Mountain Muncher

WE RODE IT, WE EXPERIENCED IT, AND WE told you it was coming. And now, Ducati have officially revived the Pikes Peak moniker for the Multistrada V4. It wears the iconic red-white-and-black paint scheme of Ducati's Pikes Peak contender. Its aluminium monocoque has been refreshed with an inclination towards the steering head. Suspension duties have been taken care of by Öhlins Smart EC 3.0 suspension.

The riding position has been revised as well, with the foot-peg position moved far back and higher, giving riders more leverage for better lean angles. At heart, this Multi retains the 1,160-cc V4 Granturismo motor pounding out 170 hp and 123 Nm. However, if you intend to increase power, the Akrapovič exhaust is always available. Additionally, Ducati have also slapped on 17-inch Marchesini wheels wrapped with Pirelli rubber.

Apart from this, the bike gets the entire suite of electronics straight from the Multistrada V4. Just like the Multistrada 1260 Pikes Peak, we expect this to make its way to India as well and it will sit on the top of the Multistrada V4 family.

KTM Superduke 1290 R EVO

KTM HAVE UPDATED THEIR FLAGSHIP SUPERNAKED, THE 1290 Superduke R EVO, for 2022. The motorcycle now gets the second generation of WP's Apex semi-active suspension system. It comes with three damping modes as standard: Comfort, Street, and Sport. However, an optional Suspension Pro pack unlocks three additional damping settings — Track, Advanced, and Auto — which can be further fine-tuned via the TFT display. Additionally, the motorcycle also gets two new colour schemes. Power sees no change with the 1,301-cc, V-twin pounding out 177 hp and 140 Nm, neither does the electronics suite with three ride modes (Rain, Street, and Sport), optional Track mode with nine levels of traction control, and stability control.

Husqvarna Norden 901

AFTER A YEAR-LONG WAIT, HUSQVARNA HAVE TAKEN THE WRAPS OFF THE Norden 901. This new adventure motorcycle gets a steel trellis frame with the motor as a stressed member.

Styling-wise, the Norden 901 retains pretty much everything from its concept stage with a round headlamp, a tall front fairing, a wide tank, and a very minimalistic rear end. The 889-cc, KTM-sourced, parallel-twin motor pushes out a healthy 105 hp and 110 Nm. It gets a 21-inch front wheel along with an 18-inch rear one, wrapped in Pirelli rubber, allowing for better off-road capabilities. Fully- adjustable WP suspension at both ends holds the promise of the best set-up you desire at all times.

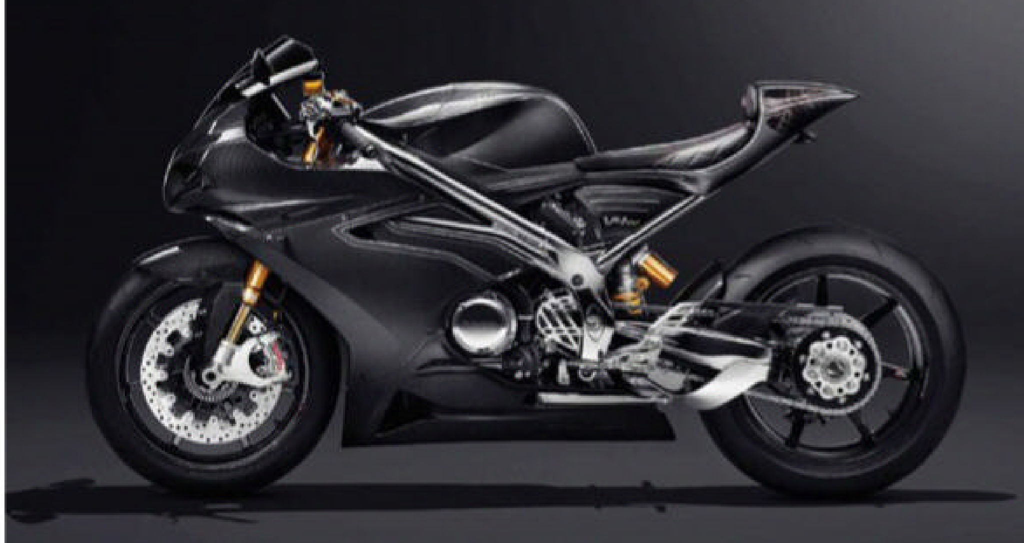
On the electronics front, the Norden 901 gets three ride modes (Street, Rain, and Road), switchable cornering ABS, and an optional Explorer mode.

Norton Inaugurate New Facility

SHOWING COMMITMENT TOWARDS THEIR CUSTOMERS, Norton Motorcycles have inaugurated their brand-new global facility. This new facility is said to have a production line capable of delivering over 8,000 motorcycles annually. Norton's promise is to create over 100 new jobs as well as a more sustainable facility.

The facility will become Norton's global design house, R&D hub, a customer showroom, and service workshop as well.

Norton
MOTORCYCLES



Norton V4SV Breaks Cover

NORTON HAVE REVEALED THE RE-ENGINEERED NORTON V4, now dubbed as the V4SV. Described as the most luxurious British motorcycle, the V4SV looks unlike anything else in the market.

The bike boasts of an aluminium tube frame, adorned with carbon-fibre bodywork and billet-machined foot-pegs, petals, and yolks. Its 1,200-cc V4, which is capable of pushing out 187.5 hp and 125 Nm, comes mated to a six-speed transmission.

On the electronics front, the V4SV gets a six-inch TFT display, lean-sensitive traction control, three engine modes, and a quickshifter. We have no confirmation about the number of units to be produced, but, considering Norton, the V4SV will be quite an exclusive motorcycle.

2022 BMW K 1600 Range Revealed

BMW'S BIG-BOY SIX-CYLINDER mile-munchers have been updated for 2022. The biggest change seen is the Euro 5-compliant, six-cylinder motor. It makes the same 160 hp as earlier; However, it is made 1,000 rpm earlier in the rev-range and the torque has been bumped up to 180 Nm at 5,250 rpm. A new 10.25-inch, colour TFT has been added with smartphone connectivity. Additionally, one can opt for the new 2.0 audio system as well.

As for electronics, the bikes get engine drag torque control, minimizing rear wheel slip. The headlamps are now full-LED adaptive units. Like the R 18, the K 1600 range also gets "Option 719" colour schemes for the K 1600 B and K 1600 Grand America.

Triumph Gold Line

PAYING TRIBUTE TO THEIR ARTISTS' EXCELLENT HAND-PAINTING SKILLS, Triumph have unveiled Gold Line Editions of the entire Bonneville range. Each motorcycle gets a unique paint scheme along with pinstripes in gold, thus making each motorcycle unique. The motorcycles aren't numbered as such; however, just like the Street Twin EC1 edition, we expect Triumph to run the Gold Line editions for one year with no cap on production numbers.

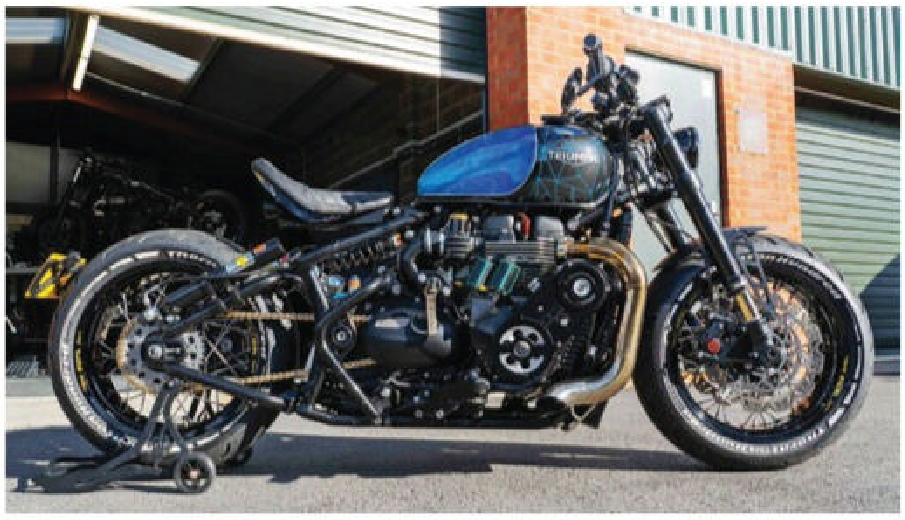
Custom Triumph Bonneville Bobber Auctioned

THE TRIUMPH BONNEVILLE BOBBER BLACK IS A STYLISH RETRO-MODERN that captures the essence of old school and fuses it into the sensational performance of the latest engineering. Thornton Hundred took one of these machines and gave it a complete makeover that has crossed the line into the absolutely insane. Using their "V4 Wide Kit", Thornton Hundred have given this motorcycle a new stance in which the new wide tyres play a huge role. The 1,200-cc, parallel-twin engine has been rebuilt with TTS machine cases, forged pistons, and a Rotrex C15 supercharger.

Settle down, because in terms of numbers, we are looking at 160 hp after the addition of the supercharger and it does not end there. A nitrous oxide injection kit pumps that figure up to 201 hp at the rear wheel and they claim that it does a quarter mile in 10.49 seconds; that is blisteringly quick for a motorcycle like this one. With a claimed top speed of 274 km/h, it seems reasonable that they call this one the "World's Faster Bobber".

Other modifications include a custom Öhlins fork, triple clamps, revised Brembo monobloc brakes, wide Excel rims, and grippy Michelin sport tyres. The frame has been finished in gloss black while the UK paint specialist, Image Design Custom, has given the motorcycle a bespoke livery.

How does one put a price on a motorcycle like this? Perhaps, that is why it was put up for auction on 11 November 2021.



New Triumphant Entrants

CELEBRATING THE CUSTOM MOTORCYCLE CULTURE OF LONDON'S EAST End, Triumph have unveiled the Street Twin EC1 Edition. It sports a unique Matt Aluminium Silver and Matt Silver Ice paint scheme along with dedicated EC1 graphics on the tank.

Alongside the Street Twin EC1, Triumph also unveiled the 221 Editions of the Rocket 3 R and Rocket 3 GT. With the 221 Edition Rocket 3s, Triumph are celebrating the Rocket 3's colossal 221-Nm torque output. Specific to the 221 Edition is a Red Hopper paint scheme with distinct 221 graphics and 221 knee-pad graphics as well.

Lastly, the Thruxton Ton Up that is inspired by the "Ton Up boys" of the 1960s, the original café racers. It gets an Aegean Blue paint scheme, hand-painted silver coach lining, and a white seat cowl with a hand-painted "100 Special Edition" graphic. Additionally, it also gets blacked-out wheels and brushed-aluminium fork protectors. While these editions aren't numbered, Triumph will only be building them for one year.

Yamaha MT-10

YAMAHA'S FLAGSHIP HYPER NAKED HAS GONE UNDER THE KNIFE for 2022. The MT-10's motor in Euro-5 guise makes 166 hp (+five hp) and 112 Nm (+one Nm) as compared to its predecessor. The engine gets lightweight pistons, updated connecting rods, and plated cylinders along with a new intake as well.

On the design front, the face has been revised, keeping the projector twin-pod headlamp flanked by eyebrow-like LED DRL. Its six-axis IMU derived from the YZF-R1 facilitates traction control, slide control, wheelie control, and engine brake control. The instrument cluster is now a 4.2-inch colour TFT replacing the old LCD display.

BOSCH
Invented for life

Because singing 'rain rain go away' doesn't help.

Get Bosch. Get going!

BOSCH
ClearADVANTAGE
BCA20

Bosch Clear Advantage wiper blades are the best for extremely heavy rainy conditions. Built with two precision-tensioned steel springs that apply uniform pressure through the entire length of the blade, it performs exceptionally, minimizing unwiped sections, and ensuring great visibility of the road.

North: Delhi **+91 97800 32085** | Chandigarh **+91 98760 78077** | Lucknow **+91 90316 60007** | Jaipur **+91 99268-01455**
East: Kolkata **+91 97714 91121** | Bhubaneshwar **+91 99370 04351** | Guwahati **+91 90072 04637**
West: Mumbai **+91 78971 42111** | Indore **+91 98989 06831** | Ahmedabad **+91 72270 51900**
South: Bangalore **+91 97391 10247** | Secunderabad **+91 99343 60411** | Chennai **+91 78248 68751** | Ernakulam **+91 87544 40141**

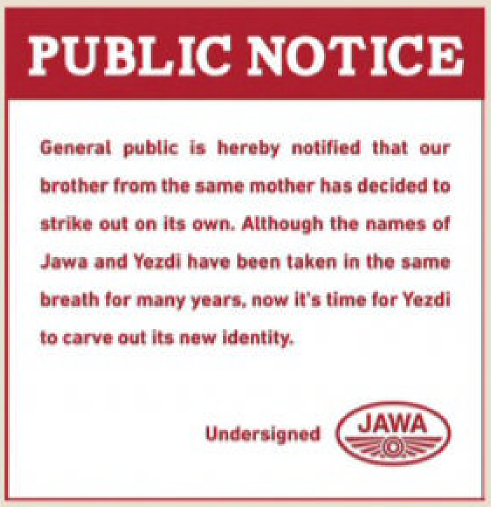
/BoschAutoPartsIndia | ap.boschaftermarket.com/in/en | Toll-free No: 1800 108 1081

Yezdi Confirm Imminent Launch

YEZDI MOTORCYCLES, A SISTER-BRAND OF JAWA Motorcycles owned by Classic Legends, have put out a teaser on Jawa's official social media handle hinting at the official revival of Yezdi motorcycles.

It is, is no secret that the company is poised for a comeback; however, as this is an official statement, we may expect the brand to mark its presence in the country earlier than expected.

Going by the surfacing spy shots, we expect two motorcycles to be unveiled from the Yezdi stable: a scrambler and a retro-themed motorcycle. While this is speculation, we expect Yezdi to run the same 300-cc motor as seen in the Jawa motorcycles, which is a reworked version of the Mahindra Mojo's engine.



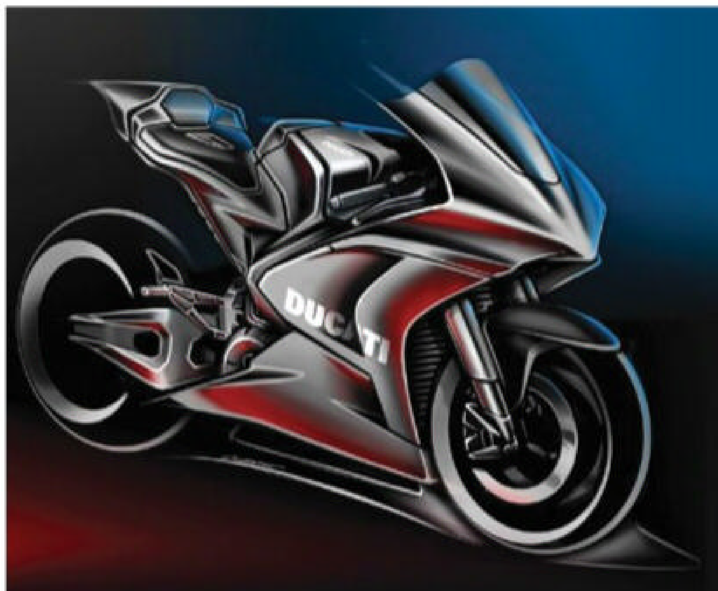
PUBLIC NOTICE

General public is hereby notified that our brother from the same mother has decided to strike out on its own. Although the names of Jawa and Yezdi have been taken in the same breath for many years, now it's time for Yezdi to carve out its new identity.

Undersigned JAWA

Metro tyres extend their reach in Dubai

METRO TYRES HAVE OPENED a state-of-the-art facility in Dubai that consists of an office and warehouse in JAFZA – Jebel Ali Free Authority zone, to cater to their Middle Eastern clients. While Metro tyres have already established themselves in quite a few foreign countries, with this new touchpoint, the tyremaker intends to reduce turnaround times and expedite customer interactions. Metro tyres have already marked their presence in seven coutries and this will only make their presence stronger in the global market.



Ducati in MotoE

DUCATI HAVE CONFIRMED THAT THEY WILL BE ENTERING THE FIM ENEL MOTOE WORLD CUP 2023 onwards. The Italian marque will be the sole supplier for the FIM Enel MotoE World Cup that runs as a support race to the MotoGP.

This is quite a critical step for the company as this could be its very first step towards road-going electric motorcycles. As we all know, Ducati is a part of the Volkswagen Group and the German giant is working towards going all-electric by 2030. Could Ducati be heading the same way too?

ATHER GRID
FAST CHARGER

Ather Grid 2.0

FUTURE-PROOFING ITS FAST-CHARGING technology, Ather have launched the second generation of the Grid. The Grid 2.0 builds on the current Ather Grid, enhancing future fast-charging capabilities. It is said to accept over-the-air updates that will allow the electric scooter manufacturer to fix bugs in real time.
It is also claimed to withstand extreme climates, allowing Ather to reach points that haven't been accessible until now.

Ather's Grid network has already been spread over 215+ locations across the country and the company intends to add yet another 500 of these with Grid 2.0 by the end of FY22.

Bounce to Launch its First EV

BOUNCE, A BIKE RENTAL BASED IN BENGALURU, is all set to launch its very first electric scooter - the Infinity on 02 December. From the spy shots, it seems to be a retro-themed electric scooter. Reports also suggest that the scooter will boast of battery-swapping technology.

The company has acquired 22Motors along with its manufacturing facility in Rajasthan which has a production capacity of over 1.8 lakh scooters per annum. While we have no details of the scooter yet, expect it to be priced very competitively in the range of Rs 50,000 to Rs 70,000.

Yamaha YZF-R15S V3.0

If you dream about the Yamaha YZF-R15 but have budget restraints, this news is for you. Yamaha have introduced a practical version of the model, called the YZF-R15S V3.0, which missiles out on a few features but yet retains all the goodness of the popular sporty motorcycle. This affordable model gets a conventional seat instead of a split-seat and is available only in Racing Blue colour. With a price tag of Rs 1.57 lakh (ex-showroom), this helps save over Rs 12,000 as compared to the R15 V4. The best part is that the underpinnings and the heart remain the same — a 155-cc VVA-equipped, single-cylinder, liquid-cooled, engine that churns out 18.6 hp and 14.1 Nm. This motor comes mated to a six-speed transmission, enhanced by a slip-and-assist clutch.

Suzuki Avenis

The Suzuki Avenis is the latest sporty 125-cc scooter to reach our shores. It is available in two variants: the Connect, priced at Rs 86,700, and the Race edition, priced at Rs 87,000 (ex-showroom).

Aimed directly at the TVS NTorq 125 and the Yamaha Ray ZR 125, the Suzuki Avenis gets a similar design treatment, including an apron-mounted LED headlamp, sharp panel styling, and an exhaust similar to the one on the Burgman Street.

Like its sibling, the Avenis comes with a 124.3-cc single-cylinder engine that produces 8.7 hp and 10 Nm. The list of features includes a fully digital LCD cluster with Bluetooth connectivity, an engine start and a kill switch, a side-stand cut-off sensor, and a USB port. This scooter costs roughly Rs 3,100 more than the popular Access 125 and Rs 2,900 less than the stylish Burgman Street.

Aprilia SR Range

The 2021 range of the Aprilia SR 160 scooter has now been introduced in India. This includes the SR 160, priced at Rs 1.17 lakh, the SR 125, priced at Rs 1.07 and the SR 160 Race priced at Rs 1.26 lakh (all ex-showroom).

Compared to the previous-generation models, the Aprilias cost over Rs 10,000 more but also bring more style and a few new features. The design has been tweaked to appear sharper than before. There's a new LED headlamp. Even the tail-lamp is an LED unit and is now shaped like an "X". Both the SR 160 and the SR 125 now get a split-seat and a more robust grab-rail.

Mechanically, there aren't any noteworthy changes. The 2021 SR 125 retains the 125-cc air-cooled unit that's good for 9.5 hp and 9.9 Nm. The SR 160 comes with the familiar 160-cc single cylinder, air-cooled motor that makes 11 hp and 11.6 Nm of torque.

The highlight is the new all-digital instrument cluster that has been borrowed from the SXR 160 and which offers a whole bunch of features. However, if you desire Bluetooth connectivity, you'll have to shell out an extra Rs 2,000. Other features include a USB port and an under-seat lamp.

aprilia
160

Ducati Panigale V4 SP

The top-spec Ducati Panigale V4 SP is now available in India with a sticker price of Rs 36.07 lakh (ex-showroom), which is about Rs 7.5 lakh more than the price of the Panigale V4 S.

Visually there's not much to tell these two apart, barring the unique "Winter Test" livery. It takes inspiration from the company's pre-season MotoGP and SBK motorcycles and sports black for the most part with red accents and a brushed-aluminium fuel-tank.

The noteworthy bits on the V4 SP are the Marchesini forged aluminium wheels and sticky Pirelli Diablo Supercorsa SP tyres, not to forget the carbon-fibre wings, heel guards, and front fender. These specialized parts make it 1.3 kg lighter than the Panigale V4 S.

The V4 SP is powered by a 1,103-cc Desmosedici Stradale engine that punches out 214 hp and 124 Nm of torque. The top-spec model comes with Öhlins suspension and Brembo braking hardware. The electronics in the SP include a quickshifter, riding and power modes, traction control, wheelie control, engine brake control, and even launch control. If you plan to take this beast to the racetrack, you can even opt for factory accessories such as an open carbon-fibre clutch cover, Ducati Data Analyzer+GPS module, a number-plate removal plug, and machined mirror block-off plates.

DUCATI CORSE

Image used for representation purpose only

Ducati Scrambler Desert Sled Fasthouse

This special edition model is limited to 800 units worldwide and pays tribute to the collaboration between Ducati Scrambler and the American clothing brand, Fasthouse. The Ducati Scrambler Desert Sled Fasthouse celebrates the partnership which took rider Jordan Graham to victory in the Hooligan class of the Mint 400, the oldest and most prestigious off-road race in America.

Based on the Ducati Scrambler Desert Sled, the Fasthouse edition gets a unique livery that replicates the Mint 400 race bike's graphics. The frame is in Ducati Red and sports an aluminium plate bearing a unique number of the limited 800 units produced.

Powering it is the proven 803-cc L-twin which is also seen across the Desert Sled range. To improve its off-road credentials, it comes with an adjustable Kayaba suspension with 200 millimetres of travel, a rugged swingarm, and ample ground clearance. You also get a homologated grille for the front headlamp, raised mudguards, a skid-plate, and even offroad-type foot-pegs with removable rubber pads. While the 19-inch and 17-inch combination continues, the wheels come shod with Scorpion Rally STR tyres that promise to give you the best of both worlds.

The limited Fasthouse edition can be yours for Rs 11 lakh (ex-showroom).

Bajaj Dominar 400 Touring Kit

If you're looking at buying a good touring motorcycle without having to break the bank, then the new Dominar 400 with factory-fitted touring accessories could be the one for you. Priced at Rs 2.17 lakh (ex-showroom), this model gets extra fitment including a tall visor, handguard, pillion back-rest, and a luggage carrier. For further protection, it comes with an engine bash-plate with an integrated metal skid-plate and a new leg-guard. To attach your navigation device or phone, there's even a navigation stay and a USB port to power it.

Apart from the standard kit, you also have the option of investing in a factory-made saddlestay. There aren't any mechanical changes and it continues to employ the 373.3-cc, single-cylinder, liquid-cooled engine that makes 40 hp and 35 Nm of peak torque. The new Dominar 400 with factory-fitted touring accessories comes sprung on the standard 43-mm upside-down front fork, rear monoshock, and disc brakes at both ends. There are two colours to choose from: Aurora Green and Charcoal Black.

Ducati Hypermotard

The BS6-compliant Ducati Hypermotard 950 has finally reached India and will be available in two variants: Hypermotard 950 RVE for Rs 12.99 lakh and the top-spec 950 SP version which costs Rs 16.24 lakh (both ex-showroom). This means India will not get the entry-level model for now.

Although the 937-cc V-twin has been tuned for the stricter emission norms, it continues to churn out 114 hp and 98 Nm as before across all the variants. Ducati say that the gearbox has been tweaked to make it easier to engage neutral at a standstill, using reduced-friction bearings, while they've increased load to the gear lever spring to prevent false neutrals.

The top-end Hypermotard 950 SP is now available in a new paint scheme inspired by the company's MotoGP bikes. The rest of the bike remains unchanged, including the fully-adjustable Öhlins suspension and Marchesini wheels.

The more affordable 950 RVE misses out on some carbon-fibre components and sports a new Graffiti livery. Moreover, it employs a simpler Marzocchi front fork, Sachs rear monoshock and Pirelli Diablo Rosso III tyres. For the extra money, the SP sports stickier Pirelli Diablo Supercorsa SP rubber.

Bajaj Pulsar N250 and F250

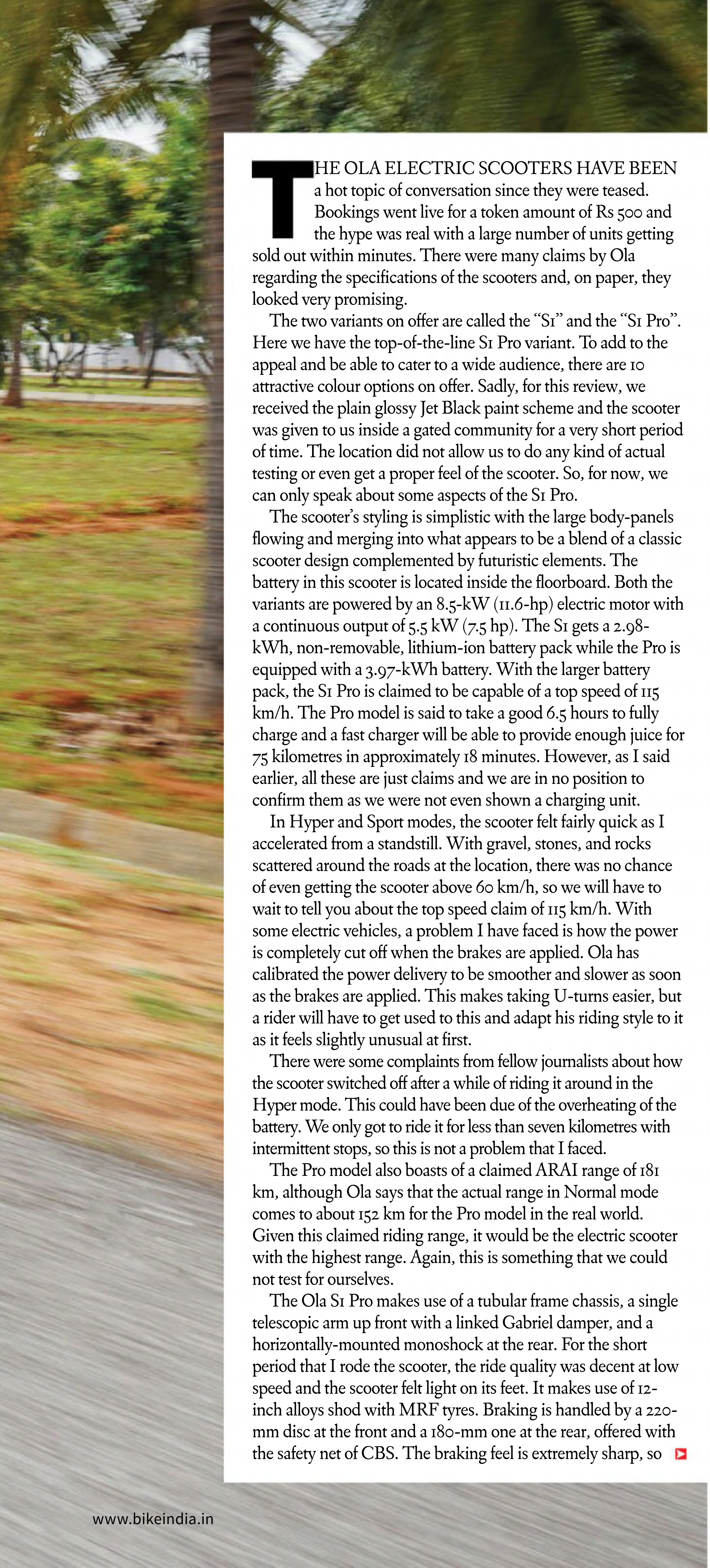
Starting a new breed of Pulsars, Bajaj have introduced the all-new Pulsar 250 range. The Pulsar N250 is a street bike priced at Rs 1.38 lakh, while the faired F250 costs Rs 1.40 lakh (both ex-showroom). Both come powered by a new 249.07-cc single-cylinder, air-cooled motor with an oil-cooler that dishes out 24.5 hp and 21.5 Nm. This motor is paired to a five-speed transmission along with a slip-and-assist clutch as well. Its instrument cluster is a part-digital, part-analogue unit with an analogue rev-counter and a digital unit displaying a gear position indicator, distance to empty, and speedometer as well. In addition, Bajaj have also given the Pulsar 250s an onboard USB charger.

Suspension duties are taken care of by a 37-mm telescopic fork at the front and a monoshock at the rear. Stopping power comes from a 300-mm single disc at the front and a 230-mm rotor at the back. Both bikes are equipped with single-channel ABS.

Uncovering the Hype

Ola are now manufacturing electric vehicles for the Indian market. We were recently invited to ride the Pro variant of the S1 scooter to bring you our first impression

Story: **Azaman Chothia** Photography: **Apurva Ambep**



THE OLA ELECTRIC SCOOTERS HAVE BEEN a hot topic of conversation since they were teased. Bookings went live for a token amount of Rs 500 and the hype was real with a large number of units getting sold out within minutes. There were many claims by Ola regarding the specifications of the scooters and, on paper, they looked very promising.

The two variants on offer are called the "S1" and the "S1 Pro". Here we have the top-of-the-line S1 Pro variant. To add to the appeal and be able to cater to a wide audience, there are 10 attractive colour options on offer. Sadly, for this review, we received the plain glossy Jet Black paint scheme and the scooter was given to us inside a gated community for a very short period of time. The location did not allow us to do any kind of actual testing or even get a proper feel of the scooter. So, for now, we can only speak about some aspects of the S1 Pro.

The scooter's styling is simplistic with the large body-panels flowing and merging into what appears to be a blend of a classic scooter design complemented by futuristic elements. The battery in this scooter is located inside the floorboard. Both the variants are powered by an 8.5-kW (11.6-hp) electric motor with a continuous output of 5.5 kW (7.5 hp). The S1 gets a 2.98-kWh, non-removable, lithium-ion battery pack while the Pro is equipped with a 3.97-kWh battery. With the larger battery pack, the S1 Pro is claimed to be capable of a top speed of 115 km/h. The Pro model is said to take a good 6.5 hours to fully charge and a fast charger will be able to provide enough juice for 75 kilometres in approximately 18 minutes. However, as I said earlier, all these are just claims and we are in no position to confirm them as we were not even shown a charging unit.

In Hyper and Sport modes, the scooter felt fairly quick as I accelerated from a standstill. With gravel, stones, and rocks scattered around the roads at the location, there was no chance of even getting the scooter above 60 km/h, so we will have to wait to tell you about the top speed claim of 115 km/h. With some electric vehicles, a problem I have faced is how the power is completely cut off when the brakes are applied. Ola has calibrated the power delivery to be smoother and slower as soon as the brakes are applied. This makes taking U-turns easier, but a rider will have to get used to this and adapt his riding style to it as it feels slightly unusual at first.

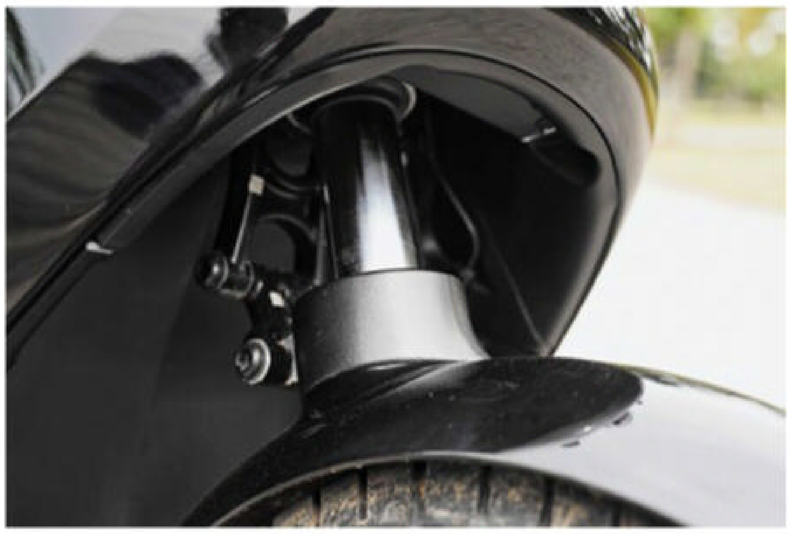
There were some complaints from fellow journalists about how the scooter switched off after a while of riding it around in the Hyper mode. This could have been due of the overheating of the battery. We only got to ride it for less than seven kilometres with intermittent stops, so this is not a problem that I faced.

The Pro model also boasts of a claimed ARAI range of 181 km, although Ola says that the actual range in Normal mode comes to about 152 km for the Pro model in the real world. Given this claimed riding range, it would be the electric scooter with the highest range. Again, this is something that we could not test for ourselves.

The Ola S1 Pro makes use of a tubular frame chassis, a single telescopic arm up front with a linked Gabriel damper, and a horizontally-mounted monoshock at the rear. For the short period that I rode the scooter, the ride quality was decent at low speed and the scooter felt light on its feet. It makes use of 12-inch alloys shod with MRF tyres. Braking is handled by a 220-mm disc at the front and a 180-mm one at the rear, offered with the safety net of CBS. The braking feel is extremely sharp, so ▶

ABOVE:
Minimalistic LED headlights with a DRL surrounding them

RIGHT:
The large 7-inch screen is informative but we will have to wait to test all of the features that it offers



BELOW:
A unique front suspension set-up where it sports a single telescopic arm with a linked Gabriel damper

> The Ola S1 felt more like a prototype scooter than a finished product. It still seems to be in the testing phase, which is a cause for concern considering that deliveries are supposed to begin very soon

inexperienced riders will have to be careful about that. Furthermore, considering that there are disc brakes at both the front and the rear, ABS would have made more sense than CBS in terms of safety. Ergonomically, the S1 Pro keeps the rider comfortable and the seat extends in breadth towards the rear, making it quite plush for the pillion rider too.

The true appeal of this EV lies in the technological advancement that brings many segment-first features to the table. It is equipped with a seven-inch screen at the front that runs on an Android-based software that the company calls "Move OS". It includes some standard features such as proximity lock/unlock, remote boot unlock, anti-theft alert, geo-fencing, smartphone connectivity with onboard navigation, and a reverse mode. The reverse mode is activated by pressing a button and then twisting the throttle in the opposite direction. In short, the touchscreen responds fairly well and the switchgear on both sides is unique as compared to other EVs.

Nevertheless, there were a number of these smart features that were still not working on the scooter. Ola said that these would be incorporated via OTA (Over-the-air) updates. This was not something that I expected, considering that the product has been living on the hype of these features.

Another fancy feature is that there is no key fob; the scooter can be unlocked by simply typing a password on the screen and the boot is unlocked via a button on the touchscreen. This sounds cool, but it would be a major inconvenience if the batteries get depleted. Because of the location of the batteries, there is quite a lot of storage space at the rear (36 litres) and is said to fit two half-face helmets easily. This will depend on the type and size of the helmets, though.

A point for the interested customers to take into consideration is that Ola Electric had acquired an Amsterdam-based EV company called Etergo. Their one and only product was called the AppScooter on which the S1 and S1 Pro are based. So, again, like many EVs out there, this is not a brand-new product and has not been developed from scratch.

NEED TO KNOW

Ola S1 Pro

Price: Rs 1.10 lakh (ex-showroom Delhi)
Motor: 8.5 kW (11.6 hp) IPM Motor
Battery Pack: 3.97 kWh lithium-ion battery
Range (claimed ARAI): 181 km
Top Speed (claimed): 115 km/h
Charging Time (0-100%; claimed): 6.5 hours
Acceleration 0-40 km/h (claimed): 3 sec.

ABOVE:
Two half-face helmets will fit in the boot depending on the type and size

ABOVE RIGHT:
Speakers on both sides with a bit of storage space behind and a USB charger above

RIGHT:
Charging port is situated at the rear above the tail light

GEAR CHECK

Rider: Azaman Chothia
Helmet: AGV K1
Jacket: Rynox Evo Storm L2
Pants: Denim
Gloves: Ixon RS Rallye HP

The Ola Electric S1 Pro is priced at Rs 1.10 lakh in Delhi. In the states that offer benefits for electric vehicles, customers will save up to Rs 20,000. The entire purchase process is completely digital and there will be no showrooms as such. Even for a servicing, Ola Electric will send someone to your house to pick up the scooter.

In conclusion, it was difficult to take cognisance of each and every detail of this scooter owing to the limited time and the quality of roads at the location; however, so far as first impressions go, the Ola S1 Pro felt more like a prototype scooter than a finished product. This was especially because we could not test any of the features that the scooter is being marketed with. The product still seems to be in the testing phase, which is a cause for concern considering that deliveries are supposed to begin very soon. What really needs to be seen is how Ola manages deliveries and satisfies customers with this completely new digital process.

There are also claims by Ola Electric about setting up a network of fast-charging stations in cities, but no details of the timeline are available as of now.

We hope to spend some more time with this EV to bring you a report wherein we are able to cover various technological aspects in detail, tell you how it fares against its competitors, and mainly talk about the reliability of the product.

REFINEMENT
AT IT'S FINEST!!
FUEL X
AUTOTUNE
390 DUKE
RACEdynamics
PowerTRONIC
FUEL X AUTOTUNE
PRO
ELECTRONIC FUEL INJECTION OPTIMIZER
LITE

FEATURES

- 10 Switchable Autotune Maps (only in Pro Variant)
- Maps as per rider or bike requirement
- Perfect addition to air filter and exhaust upgrades
- Cool and happy running engine
- Quick plug-and-play installation
- Water and heat resistant
- Shock proof
- Works at any altitude levels
- Improved throttle response
- Quick and easy installation

Available For Single And Dual Cylinder Motorcycles

PowerTRONIC

Please scan this QR Code
to visit our website

080 40929292 +91 8123449292 **Dealership Inquiry Solicited**

sales@powertronicecu.com powertronicecu.com PowertronicECU powertronic_ecu

RACEdynamics®

In the Big

The Pulsar DNA clearly runs through the veins of the new 250 twins, but can they take the family legacy ahead?

League

Story: **Sarmad Kadiri**
Photography: **Sanjay Raikar**

EXACTLY TWO DECADES AGO, WHEN THE FIRST Pulsar was launched, I loved its muscular design and that sporty 150-cc engine. And just like thousands of enthusiasts, I couldn't resist buying one. The brand became so popular that there are lakhs of Pulsar Maniacs on the road today.

Fast forward to 2021 and Bajaj Auto have updated the range with the new 250-cc models, which is the largest capacity Pulsar yet. Earlier, in an exclusive interaction, a Bajaj executive revealed that the new Pulsar 250s would retain the authentic fabric that made bikes like the 220F such icons even today. That's why Bajaj won't be adopting a high-revving KTM powertrain; instead going back to the basics and developing one on their own.

And here's the result: two brand new motorcycles — the Pulsar F250 and the N250. The former is a worthy replacement for the Pulsar 220F, while the naked takes the NS200 game forward. This makes them the largest capacity Pulsars to date. More importantly, this new platform will be the base for the new range of Pulsars that are in the pipeline.

Pulsar F250: *Design*

No prizes for guessing that the 'F' stands for fairing and the F250, like the 220F, gets a half front fairing. There's also a single LED projector headlamp, cool LED daytime running lights, and a reasonably tall windscreen. Like most faired motorcycles, the rear-view mirrors are mounted on the fairing and are foldable. I like the way the fairing seamlessly integrates with the fuel-tank and the nice creases and slits on the panel that break the monotony. Even the paint quality and fit-and-finish are better than in the older Pulsars.

Stylish elements like floating panels — on the front fender, fairing, belly pan — do add some lightness to the design. Moreover, parts like the fairing and belly pan are now made of lighter glass-filled nylon instead of the traditional fibre-glass to reduce weight and control NVH.

The design tapers towards the tail end, giving the bike a compact stance. There is some resemblance to the Bajaj Dominar range here, including a split tail-lamp. The stubby, twin-port exhaust design might result into divided opinion, but it has a nice and sporty bass note. The F250 manages to look new-age, yet successfully retains the authentic Pulsar styling. Overall, the bike is a lot more proportionate and compact than its predecessor, which is a great thing.

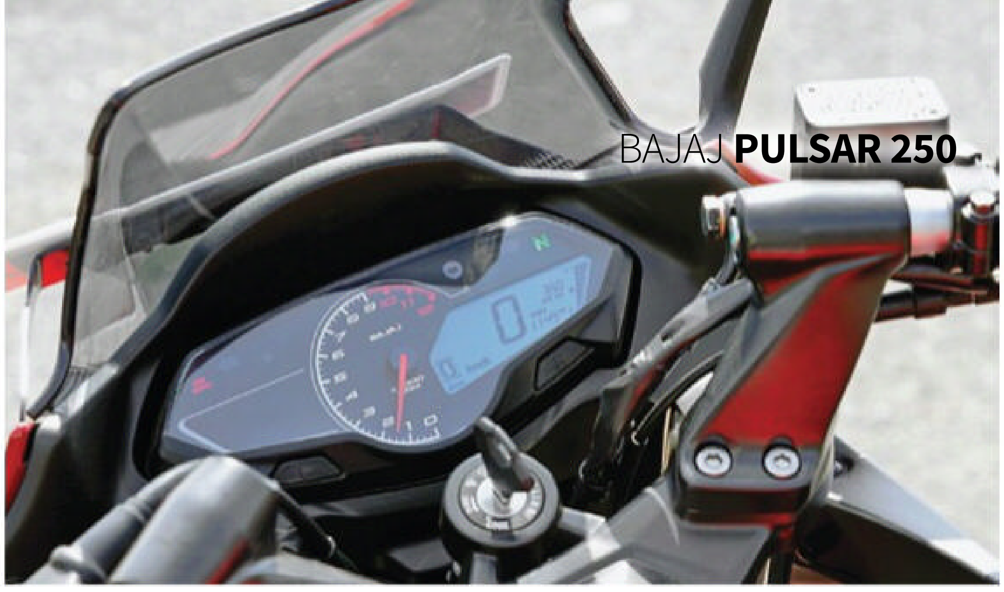
Pulsar N250: *Design*

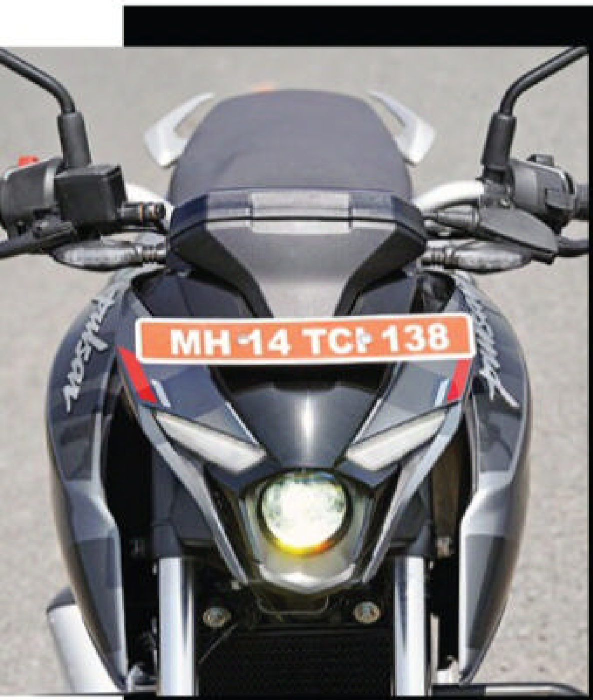
At a glance, the N250 reminds you of the NS200. It's essentially the same bike as the F250 but without a fairing. At 162 kilograms, the streetfighter is two kg lighter than the faired sibling and a good 18 kg than the Dominar 250. Having said that, the new Pulsars are among the heaviest in the segment.

The N's biggest talking point is its robot-like face, which the LED projector headlamp and eye-like DRL create, though this does resemble the current Yamaha FZ 25. The fuel tank is common to its sibling's but gets sharper extensions and there's a silver plastic panel that imitates the perimeter frame. Both of which will remind you of the NS200. There's plastic cladding on the upper section of the front fork to reduce visible chrome, which isn't my favourite element. Maybe, Bajaj should've used sleeker bolts on the fork T-section rather than the current bulky one. The N250 looks light and ready to fight the city and minimum plastic parts mean fewer parking scars. The rest of the bike is identical to the F250.

Pulsar 250: *Features*

Bajaj have kept it simple on the Pulsar 250, so don't expect things like mobile phone connectivity just yet. Both versions offer identical features which include a smart semi-digital instrument display. It looks good and delivers information like gear position indicator, real-time fuel efficiency, range, speed, and time. Moreover, the analogue rev counter is a good touch. The Pulsar started the trend of back-lit switches in the segment and those have been retained. Since it has a self-starter, you don't get a kick-starter. Also, there's a USB port near the handlebar to charge your phone on the go. ▶

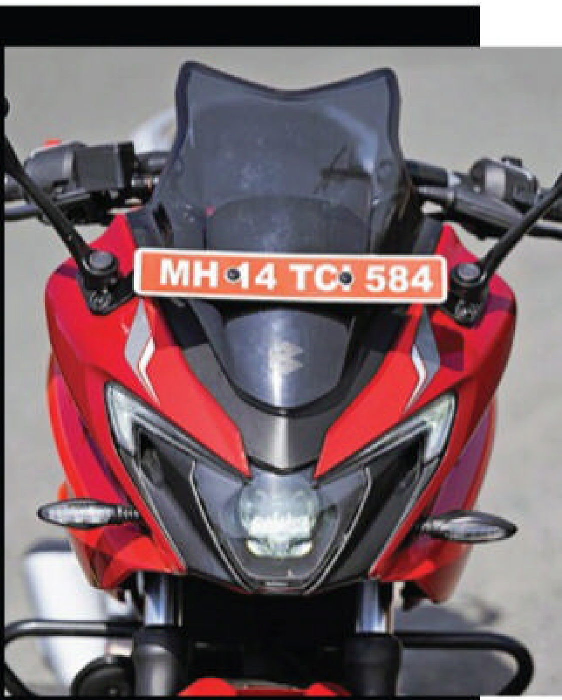




ABOVE:
The N250's biggest talking point is its robo-like face

BELOW:
The 795-mm saddle height is a whole 12 mm lower than on the NS200

BELOW:
Though the rear tyre is not very wide, the proven MRF Zappers offer ample grip



ABOVE:
Parts like the fairing are now made of lighter glass-filled nylon

1

2

3

5

4

1 The stubby, twin-port exhaust has a nice and sporty bass note

2 The N gets a single-piece handlebar and a slightly more upright riding position

3 Although the 250s sport monoshocks, the rear wheel travel has gone up by 20 mm over the 220F

4 There is some resemblance to the Dominar range here, including a split tail lamp

5 The Pulsar started the trend of back-lit switches in the segment and those have been retained

GEAR CHECK

Rider: Joshua Varghese
Helmet: Bell Star
Jacket: RST Spectre
Pants: Richa Brutale
Gloves: Shima RS-1
Boots: TCX X-Roadster

GEAR CHECK

Rider: Sarmad Kadiri
Helmet: Arai Astro
Jacket: RS Taichi RSJ320
Pants: RE x Levis
Gloves: Alpinestars SP 2
Boots: Gaerne Aquatech

Pulsar 250: *Seating Position*

Bajaj call the 250s the 'most friendly Pulsars yet'. Essentially because of the well-balanced rider geometry. After repositioning the battery and changing the shape of the air-box, they managed to drop the saddle to an approachable 795 millimetres, making it five mm lower than on the 220F and a whole 12 mm lower than on the NS200. Sling a leg over and you immediately feel as if you're sitting in the bike rather on it like older Pulsars. And the riding position is relaxed and not too aggressive.

The N gets a single-piece handlebar, unlike the clip-ons on the faired version, which makes the riding position slightly more upright than on the F. Personally, the faired version felt snugger to me as it also offered better wind protection at high speed. The knees fit nicely in the tank scoops and the feet comfortably reach the ground, making this a friendly bike to live with. The foot-pegs aren't too rear-set, so it will appeal to a wider audience, but it did scrape on the test-track.

Pulsar 250: *Engine*

Yes, a brand-new engine powers the 250s. Although from the outside, the lower half has an uncanny resemblance to KTM's 250 mill, Bajaj maintain that they have no relation whatsoever. From the entire new generation of Pulsars, I was expecting things like four valves, DOHC, and even liquid-cooling. Sadly, it remains old-school with two valves, SOHC, and is air-cooled. The good news is that the NVH levels are well-controlled thanks to a whole bunch of engine optimizations, including an offset crank.

And although Bajaj opted for a five-speed gearbox over a six-speed, they have spaced the gears well. Engineers claim that in top gear, the Pulsar 250's engine is less strained than some of its six-gear-equipped counterparts. We need to take it on a longer ride to confirm this. But we can confirm that the slip-and-assist clutch is extremely light to use and the gear-shifts are smooth and quite precise.

Bajaj believe that the Pulsar fans want a torquey engine rather than a high-revving motor like the KTMs. That's why this 249.07-cc single makes 21.5 Nm at 6,500 rpm; three Nm more torque than the NS200, available 1,500 rpm earlier. In fact, Bajaj say that 85 per cent of the peak torque is available between 3,000 and 6,500 rpm. This gives the Pulsar 250s a decent low-end and mid-range, which is what you need most of the time within a city. But it doesn't feel as free-revving and thrilling as the four-valve NS200.

The Pulsar 250 lacks the flexibility and top-end grunt that others in the segment with four-valve engines and proper liquid-cooling can offer. And when you want to extract most of the Pulsar's 24.5 hp, the performance tends to flatten out at higher revs. Pushing it to the limit on the test-track, we did manage to see 142 km/h on the speedo of the more aerodynamic F250, while the naked topped out at 138 km/h.

The 250 offers decent low-end and mid-range but isn't as thrilling as the four-valve NS200

Pulsar 250: *Ride and Handling*

Another talking point is the all-new tubular chassis which is lighter and more rigid. The unsprung mass has also dropped, and the engine is used as a stressed member of the chassis. A narrow 130-section rear tyre along with lighter alloys also help save weight. This makes the Pulsar 250 feel very effortless.

The Pulsar 250 twins don't get an upside-down fork, but a conventional telescopic 37-mm unit to keep things light. This, along with the rear mono-shock, are sourced from Endurance Technologies, as before. Bajaj have sharpened the rake angle by 0.5 degrees to load up the front a bit to improve the weight distribution. And you get a feel of that while cutting through traffic and manoeuvring, though on high-speed straights, the conventional fork can't match the stability of USD.

The suspension, though tuned for comfort, doesn't feel bouncy or soggy. It goes over most road undulations with fair aplomb. Although the 250s are among the rare Pulsars to sport monoshocks, the rear wheel travel has gone up by 20 mm over the ageing 220F, keeping the wheelbase in check. And I must mention that though the rear tyre is not very wide, the proven MRF Zappers offer ample grip without compromising agility or fuel-efficiency.

NEED TO KNOW

Bajaj Pulsar N250 / F250

Price: Rs 1.38 lakh / Rs 1.40 lakh (ex-showroom)

Engine: 249-cc, SOHC, two-valve, air-cooled, single cylinder

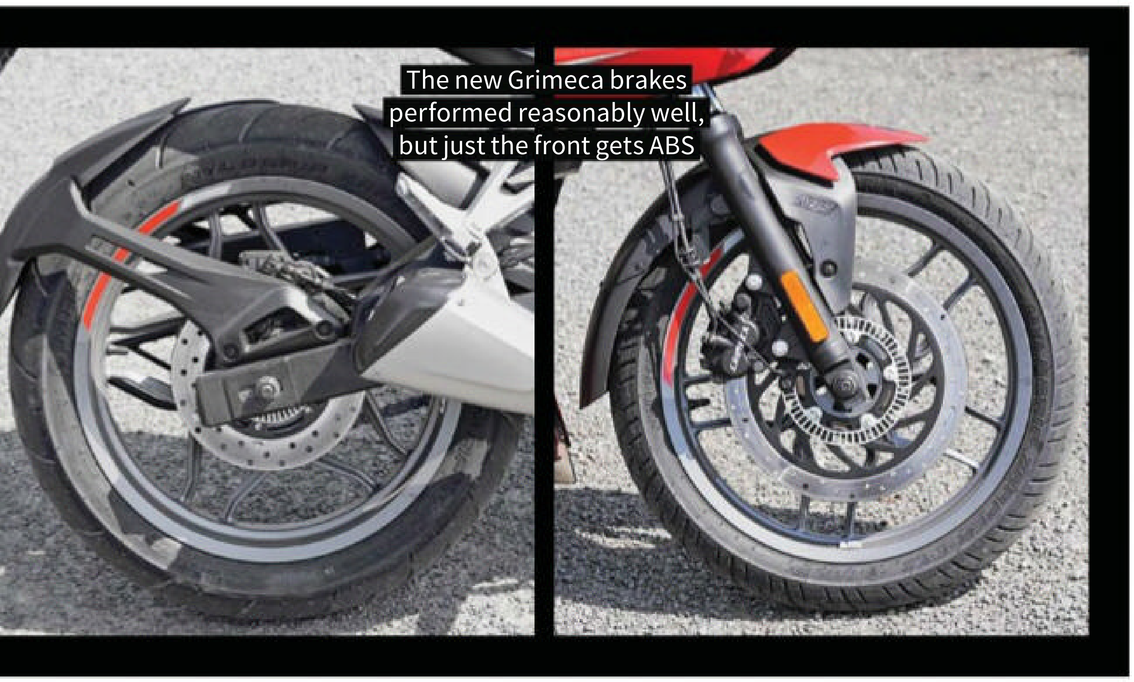
Output: 24.5 hp @ 8,750 rpm, 21.5 Nm @ 6,500 rpm

Transmission: Five-speed, chain drive

Brakes: 300-mm disc (F), 230-mm disc (R)

Tyres: 100/80-17 (F), 130/70-17 (R), tubeless

Weight: 149 kg / 151 kg



The new Grimeca brakes performed reasonably well, but just the front gets ABS

Bajaj Pulsar 250: *Braking*

Interestingly, the brakes aren't Bybre units but from Grimeca, which is also part of Endurance. During the short ride we had, the larger front 300-mm disc and 230-mm rear disc performed reasonably well, though having dual-channel ABS would have been more comforting instead of the current front-only set-up.

Conclusion

These small trade-offs have helped Bajaj price the Pulsar 250s very aggressively. Starting at Rs 1.38 lakh for the N250 and the F250 costing Rs 1.40 lakh (ex-showroom prices), the new Pulsars make quite a strong case for themselves. The smooth engine and a light clutch, decent performance with good agility and road behaviour, and the strong style and character that Pulsars are known for make the new 250s a good package, one that Maniacs have been waiting for all this while.

OLD WINE IN A NEW BOTTLE

Ducati introduced the Multistrada 950 back in 2017 as a stepping stone into the Multistrada world. For 2022, they wanted to make that move even easier, with a more accessible Multi V2, thanks to new and rider-friendly ergonomics, a thinner and lower seat, and a significant weight-saving of five kilograms. Here is our first impression based on a first ride

Story: **Adam Child 'Chad'** Photography: **Ducati**

ABOVE:
937-cc Testastretta 11° with power and torque remaining unchanged at 113 hp at 9,000 rpm and 96 Nm at 7,750 rpm

RIGHT:
Ducati haven't really altered the iconic headlamp of the V2 that houses an LED unit

DUCATI HAVE NOT TRIED TO RE-WRITE A proven recipe; they have simply improved the existing model with small but significant changes such as a lighter clutch, a roomier riding position (10 millimetres more between pegs and seat), and a large saving on unsprung weight, thanks to 1.7-kg lighter wheels from the premium Multistrada V4.

Ducati rolled out the red carpet and organized a two-day road test to enable us to get a flavour for their "entry-level" Multi V2 S, including an epic tour around Tuscany in northern Italy. The Bologna factory wanted us to "discover the beauties of this territory, its culture, food, and wine... and to introduce you to the true spirit of the new Multistrada V2". Which does not sound like the worst job in the world. With the optional panniers packed with enough kit for a few days, we headed out into the stunning scenery.

It is surprising how many "essentials" you can fit into the Multi's new panniers. I could have easily packed more. At 26 litres, the right pannier is slightly smaller than the left one (30 litres) due to the exhaust routing, but both ooze quality with a simple lock-and-release system. There is extra storage under the seat, next to a conventional charger and a USB port. There is even an additional charging point next to the five-inch, full-colour TFT dash. Great, but how many charging points does one need?

As before, there are four riding modes to choose from: Urban, Touring, Sport, and Enduro. Yes, with a 19-inch front wheel and slightly off-road looking Pirelli Scorpion Trail II rubber, the new Multi V2 is capable of light off-road duties. The more expensive S model option comes equipped with Sachs "Skyhook" suspension or electronic adaptive suspension to most, meaning each riding mode changes the suspension set-up as well as the (lean-sensitive) rider aids: traction control and ABS.

Given that my fully-loaded panniers added extra weight to the rear end, I electronically adjusted the suspension accordingly by selecting "rider, plus luggage" from the menu, which added a little pre-load.

Normally, new-model press launches are a mad rush of taking pictures, shooting video, and doing social media, all crammed into a single day, with as much riding as possible, usually at high speed. But, as we have a few days' touring ahead, it is rewarding to take my time and get properly acquainted with the Multi V2.

Throwing a leg over for the first time, the 10-mm lower seat height and narrower seat shape, which shortens the length of the inner seam arch, are instantly apparent. I am five feet and seven inches (172 centimetres) and almost flat-footed on the tarmac, which is rare on bikes of this ilk. This standard seat now sits at 830 mm and cannot be lowered on a rachet system

LEFT:
At the front, you get twin 320 mm rotors with Brembo M4-32 floating calipers that have been quite impressvie on my test

LEFT:
Sport, Touring, Urban, and Enduro. These are backed by Bosch cornering ABS (three levels) and eight levels of traction control. This is standard on both the standard and the S model

like some; instead, Ducati offer a lower seat option of 810 mm as well as a suspension lowering kit that drops seat height to 790 mm, while a higher 850-mm seat option has been added to the catalogue for taller riders.

We are told the first section is mild off-road and it is suggested that we try the Enduro riding mode. It is a slightly surreal sensation as you feel the electronic Sachs suspension rise slightly in readiness for the tough terrain. Ducati have fitted new Multi V4-style mirrors to the V2 and my first off-road observation is how the curvature of their stems means your forearms are not impeded when you stand up. The manually-adjustable screen is, on its lowest setting, just about low enough to peer over in the standing position.

The Multi V2 is no 21-inch front wheel off-road hotshot but can certainly take on some challenging terrain. And now, when you come to a standstill, it is easier for feet to reach the uneven surface, which inspires confidence, especially for short or inexperienced riders. There is a limit, of course, as the road-biased bars are set too low for prolonged or technical dirt adventures and I would want more room around the pegs for my heels, especially on the right side which is slightly restricted due to the exhaust routing.

Leaving the dusty trails behind, it is a quick flick into Urban mode, which behaves like a wet mode with relatively early intervention form the TC and ABS (most welcome given my bike's dirty tyres). The Tuscan roads are smooth and flowing in the countryside but very tight, twisty, and usually cobblestoned in picturesque villages that cling to the hillside — and the V2 is in its element in both. The fuelling in Urban mode is softer than a hug from Santa and tickling the throttle results in a seamless and proportionate response from the 937-cc Testastretta 11°. Forget about any horror stories of ▶

The engine update has produced a saving of about two kg, including the clutch (1.5 kg) and its cover, gearbox drum, and connecting rods. Discs, carriers save another 0.5 kg and the wheels are front 0.7 kg and rear 1.0 kg lighter.

BELOW:
The panniers are an optional extra however, hold ample luggage and fit like a sock on the mounting points

BELOW:
The 265-mm disc at the rear provides impressive stopping power

snatchy V-twins of old, this one is smoother than the Fonz.

The clever Sachs semi-active suspension (S-model only) is now on a noticeably soft setting, exerting control over speed bumps and ironing out those cobbled surfaces nicely. New riders will adore the V2's balance and calm at low speed and now, thanks to that narrower and lower seat, how easy it is to bring to a standstill, especially when stopping on a cambered road with fully-loaded panniers.

Leaving the historic villages behind, the roads open out as we head into the Tuscan hills. This time I flick into Touring mode, easily done on the move with a closed throttle, and again the changes in the Ducati's performance and suspension are instantly noticeable. The set-up is still on the soft side but the fuelling is more aggressive, with what appears to be more power to play with.

On the open road, you begin to get a flavour of the 113-hp twin. Despite being Euro 5-compliant, there is a pleasant bark to the engine and exhaust that makes the ride even more rewarding. An up-and-down quickshifter that is standard on the S model adds to the acoustic experience as it cuts the ignition — and is noticeably smooth and effortless too. Ducati have made clutch actuation easier and the eight-plate unit is lighter but it is rarely used.

Riding into the Tuscan scenery, the V2's chassis begins to reveal its ability. Ducati have reduced the new bike's weight — most significantly its unsprung weight by using wheels from the V4 Multi — which in theory should allow it to steer quicker, but the added bulk of my fully-loaded panniers pretty much cancels out any obvious new sportiness.

Despite all that baggage, the Multi V2 is more than happy carving up the endless twists and turns of the stunning backdrop. I can feel the Sachs "Skyhook" suspension working, controlling the fork dive, reducing the rear squat, making the ride as smooth and effortless as possible. It feels high-quality and as plush as you would expect of a £14,495 Ducati (Rs 14.49 lakh).

In the mixed weather conditions, I am thankful for the Ducati's advanced rider aids, both the lean-sensitive traction control and ABS. The majority of corners are wet, with some dry — a real mixed bag of grip and surfaces — and it is comforting to have such effective electronic back-up which, like the rider modes, can be tailored to match the rider and conditions via the dash.

As the sun rises higher and the road dries out, I opt for Sport mode. After all, this is a Ducati that comes from the same factory as the MotoGP missile which has just claimed the constructors' title again.

Once again, there is discernible adjustment to the chassis and the reaction of the semi-active suspension. There is less travel, the chassis feels tauter, and the body of the bike moves less, particularly when I start to ride hard.

In terms of performance, specification, and quality, the Ducati Multistrada V2 S feels anything but entry-level

A power figure of 113 hp may not sound like a lot, especially when it is pushing 225 kg (plus loaded panniers and rider) through the air, but I never feel short-changed by this "entry-level" Multi. There is a gratifying amount of torque and drive lower down, followed by a clean and satisfying spread of power. I never really get the opportunity to explore all of the engine performance as the journey is about enjoying the roads, not doubling the national speed limit. But the power is unintimidating and easy. You would only want more for high-speed touring on German autobahns, two-up and fully loaded with luggage. In fact, with the TC deactivated and now chasing crazy Italians on their local roads, the Testastretta motor is more than enough, even allowing the front wheel to lift on occasions.

Day two is a little cooler so I opt for setting two (from three) on the optional heated grips, which are on a separate button on the right bar, not within the menu. (The grips, centre stand, and panniers are all optional extras as part of the "Travel" pack). I also reinstate the TC, removed last night as the locals upped the pace, to Sports mode on its minimum setting, just in case. Again, this is all simple and intuitive.

I also make time to play with the cruise control, which is fitted as standard and operated via the left bar, and manually adjustable screen. The cruise control is simple to set while the screen offers sufficient wind protection and low buffeting for most rider sizes. My only niggle is the wind noise, which, at speed, is noisier than expected.

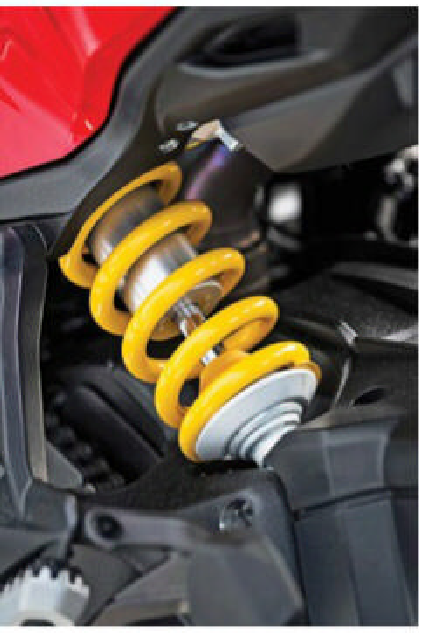
But after two days of riding, no body parts are complaining and comfort simply is not an issue. The engine has proved frugal, returning 5.1 litres/100 km (21 km/l) (approx.) and 5.3 litres/100 km (23 km/l) (approx.), which equates to a best range of 389 km. Three uninterrupted hours in the saddle should not be a problem.

After two days of epic riding, I asked myself why anyone would want more. If I were to repeat the same trip, I would choose the same bike again — the new Multistrada V2 is that good. For super-fast touring in Germany, you might reasonably want the Ducati Multistrada V4, but for most the twin will be more than sufficient. In terms of performance, specification, and quality, it feels anything but entry-level.

This Multi is not a massive leap but a significant model for those who are perturbed by big adventure bikes. It is far more accessible than the existing bike and deserves to attract a new and younger audience.

The elephant in the room is the price, especially for new riders. The base model is priced at an attractive £12,295 (Rs 12.29 lakh), but fully loaded with the "Travel" pack, that price goes up to over £15k (Rs 15,000).

For that, however, you get Ducati styling, quality, and character plus a high level of performance and handling, and excellent rider aids. It is a competitive market, but the new V2 should carry on the success of the now old 950 as it is now more appealing to a larger audience than ever before.



LEFT & ABOVE:
The Ducati Performance catalogue offers a lower seat and lowering suspension kit, which, in combination, reduces the seat height to 790 mm

BIKE *India* SPEC TALK

Ducati Multistrada V2 S

Price: Rs 12.29 lakh (ex-showroom, estimated)

ENGINE

Configuration: Liquid-cooled, L-twin
Valve-train: DOHC, four valves
Displacement: 937 cc
Bore x Stroke: 94 x 67.5 mm
Compression Ratio: 12.6:1
Fuelling: Ride-by-wire 53 mm
Maximum Power: 113 hp at 9,000 rpm (claimed)
Maximum Torque: 96 Nm at 7,750 rpm (claimed)
Clutch: Wet, multi-plate, slipper with hydraulic control
Transmission: Six-speed

CHASSIS

Type: Steel trellis frame
Front Suspension: 48-mm, fully-electronically-adjustable, semi-active, Sachs USD fork, 170-mm travel
Rear Suspension: Fully-electronically-adjustable, semi-active, Sachs monoshock, 170-mm travel
Front Brake: Two 320-mm discs, four-piston Brembo radial calipers, cornering ABS
Rear Brake: Single 265-mm disc, two-piston Brembo caliper, cornering ABS
Front Wheel: 19-inch, light cast alloy
Rear Wheel: 17-inch, light cast alloy
Front Tyre: 120/70 ZR19 Pirelli Scorpion Trail II
Rear Tyre: 170/60 ZR17 Pirelli Scorpion Trail II
Rake/Trail: 25°/106 mm
Wheelbase: 1,594 mm
Seat Height: 830-mm standard, 850-mm high, 810-mm low, 790-mm kit and seat
Ground Clearance: NA
Tank Capacity: 20 litres
Weight: 199 kg (dry), 222 kg (wet)

Pragmatic Yet Dramatic

Aprilia dramatically re-enter the adventure market with their off-road biased Tuareg 660

Story: **Adam Child 'Chad'** Photography: **Milagro**

TUAREG
aprilia
660

If You Want to get these Newspapers Daily at earliest

English Newspapers»»

Indian Express, Financial Express, The Hindu, Business Line, The Times of India, The Economic Times, Hindustan Times, Business Standard, First India, Mint, Greater Kashmir, Greater Jammu, The Himalayan, The Tribune, Brill Express, The Sikh Times, Avenue Mail, Western Times, Millennium Post, The Statesman, State Times, The Pioneer, Hans India, Free Press, Orissa Post, Mumbai Mirror, Mid-Day, Deccan Chronicle, Deccan Herald, Telangana Today, Financial Times, The Asian Age, The Telegraph, Oheraldo, Gulf of Times, The New York Times, The Washington Post, Los Angeles Times, USA Today, The Wall Street Journal, The Guardian, The Times

Hindi Newspapers»»

दैनिक जागरण, राजस्थान पत्रिका, दैनिक भास्कर, हिंदुस्तान, नवभारत टाइम्स, बिज़नस स्टैंडर्ड, अमर उजाला,पंजाब केसरी, उत्तम हिन्दू, जनसत्ता, लोकसत्ता, हरिभूमि, द पायनीयर,जागरूक टाइम्स, राष्ट्रीय सहारा, दैनिक ट्रिब्यून, युवा गोरव, भारतीय सहारा, स्वंतंत्र वार्ता, सीमा संदेश, दैनिक सवेरा,एक्शन इंडिया, मदरलैंड वॉइस, देशबंधु, हिमाचल दस्तक,

Others»»

Hindi & English Editorial, Employment News, Malayalam Newspapers

Type in Search box of Telegram And you click join
will find a Channel named @demo_eapper join it and
receive daily editions of all popular epapers at the earliest

Or

you can clickon this link

NOW AVAILABLE ON
TELEGRAM

https://t.me/demo_eapper

ABOVE:
Rider aids: ATC (TC) has four levels and can be deactivated on the move. AEB (engine brake) has three levels, AEM (engine map) has three levels, all with full power but different torque curves. Rear ABS can be deactivated on the move for off-road riding and the front turned off when at a standstill

IF YOU REMEMBER THE 1980S — LONG HAIR, bad music, terrible fashion, and mobile phones the size of house bricks — then you might remember the original Aprilia Tuareg (as a 50, a 125, a 350 or a 600). Do not worry if you do not, this is not a test. But it is worth noting that the name Tuareg will rekindle nostalgic feelings for those who loved Aprilia's cool-looking range of off-roaders as well as the factory Turaeg that raced in the infamous Paris Dakar Rally.

It is a name with history, all right, and Aprilia wanted to push the boundaries with the latest bike to join the Tuareg dynasty — to "set a new limit how far an adventure bike can go off-road".

While it would have been a simple task for Aprilia to produce an everyday adventure bike, they wanted to produce a machine that can be ridden properly off road — a 21-inch front wheel and long-travel suspension were never in doubt — but equally to be usable on longer journeys on the road *and* be light and accessible to shorter riders.

The new Tuareg for 2022 uses the parallel-twin housed in the highly acclaimed RS660 sports bike as a base. Throw this fuel-efficient and lightweight engine (it weighs just 57 kilograms) into a specific enduro chassis with long-travel (240 millimetres), fully adjustable suspension and you are halfway there. Add Aprilia's usual high-end electronic rider aids and helpful technology, which includes a five-inch TFT full colour dash and multiple riding modes, including a specific off-road mode. Make it accessible with a low seat height for this type of bike as well as light (at 187 kg dry) and unintimidating. Bolt on an 18-litre fuel-tank, which should give it a serious range, and wrap it all up in Italian styling with hints of the golden era of the Dakar and the potential to add an abundance of accessories like aluminium side bags and a top case... And there you have it, the new Aprilia Tuareg.

With this bike Aprilia have taken a pragmatic and dramatic step back into the adventure market and those involved are obviously proud of the end product. They invited us to Sardinia for a full day of riding both on and off road in very mixed conditions.

The new Tuareg has a real bark to it, something I was not expecting. There is a charismatic induction growl from the new airbox (which is easily accessible for air-filter cleaning, positioned as it is just in front of the fuel cap) supported by a pleasant exhaust tone. From the get-go this feels like a bike with character.

Aprilia have borrowed the RS660's parallel twin for the Tuareg, itself a characterful as well as efficient engine with its unique 270-degree firing order. The motor receives a significant makeover to make it more user-friendly with new exhaust and intake systems and there is also a new cam to improve low and mid-range power. First gear is shorter and Aprilia have even re-designed the sump, making it shallower, to improve ground clearance off road.

The result is an impressive 70 Nm of torque at 6,500 revolutions per minute, 2,000 rpm earlier in the range than the sporty RS660. Furthermore, 75 per cent of maximum torque can be found at just 3,000 rpm and 90 per cent at 5,500 rpm. With the emphasis shifted to a wide spread of torque and usability, maximum power is lower compared to the RS660, now 80 hp at 9,250 rpm compared to 100 hp at 10,250 rpm. The rev limiter now kicks in at 10,000 rpm compared to 11,500 rpm.

At first, I rode the new Tuareg inappropriately, tapping up and down the optional up-and-down quickshifter, making the 660 rev, hitting the relatively low rev ceiling a few times in the process. There is a definite kick around 7,500 rpm and if you use all the power, the Tuareg can certainly deliver, especially on the tight and twisty turns of Sardinia.

Once I had got over the initial excitement and calmed down a little, I learned to use the bike's strong point: its low-down torque. That may sound odd, as this is an "entry-level" 660, but it feels much bigger. Not big as in heavy, but simply because the torque is strong for this type of bike. If you did not know, you would never guess it was a 660.

The Tuareg pulls cleanly from anywhere, always with a nice pick-up and drive. Leave the gearbox alone, use the torque, and enjoy the noise from the new air-box which, I should add, sounds a little Ducati-like. By the end of day one, I was hardly using the gearbox, instead pulling lazily but cleanly from low speed in fifth gear.

We all know that compromises have to be made if a bike is to work off road as well as on road (and helps explain why a super-focused RSV4 is rubbish when it strays off line into the gravel). Ideally, for off-road riding you want long-travel suspension, a 21-inch front wheel, and a lot of ground clearance — which is what Aprilia have given the Tuareg. The problem is that on the road, off-road suspension can feel soft and the steering slow while the seat will usually be high due to the tall riding position and extra ground clearance. However, Aprilia have worked around these problems and managed to keep the seat height reasonably low for this class at 860 mm (which is lower than the Yamaha Ténéré perch) and improved ground clearance by reducing sump size. Simple but clever.

A new chassis and fully adjustable suspension give the Tuareg the capability to work both on and off road. Obviously, with 240 mm of suspension travel, there is no hiding the new bike's dirt ability, but brush the soft Brembo stoppers and the forks do not buckle like a drunk at last orders like some dual-purpose bikes. The Kayaba 43-mm inverted forks compress and rebound with control and the same can be said for the rear, which has generous travel and movement, but always control.

Usually, on a bike with long-travel suspension, you feel distanced from the tyres' contact patch, which reduces both feel and confidence, but this is not the case with the Aprilia. Even in some tricky conditions, I could feel grip like a road bike, which gave me confidence. It is worth mentioning the Pirelli Rally rubber, too, which worked well in all conditions.

Obviously, if you push the suspension and handling, ride the bike outside its design parameters, you will get a few complaints from the chassis. The initial turn-in is excellent, with a combination of wide bars, narrow front tyre, lightweight chassis blending neatly. It is only during fast direction changes on the road that you become aware of the larger front wheel and long-travel suspension. It takes a little more effort to pull the bike "over" that 21-inch front wheel during fast direction changes. Even so, despite the off-road stance and Rally rubber, the Tuareg is not shy of cutting up the mountain passes. For an adventure bike, it is certainly sporty and fun — in fact, its lightness, ease of use, and natural fluidity made carving up

RIGHT:
Based on the RS660, with new cams, new sump, shorter first gear, and new intake and exhaust. Torque is up and lower in the rpm; peak power is slightly down and again lower in the rpm compared to the RS660

EXPLORE
TRIP
1347 km
000
N

RIGHT:
All-new five-inch full-colour TFT clocks, simple and easy to navigate with Bluetooth connectivity

BELOW:
Four riding modes to choose from: Urban, Explore, Individual, and a specific Off Road mode. Modes can be changed on the move and are all simple and easy to use, with a full colour TFT display illustrating which mode is selected

This motorcycle is capable off road and right up there with some of the best adventure bikes. On-road handling is equally impressive and it exudes a high-quality feel

Sardinia's finest roads a breeze. My only niggle was the optional quickshifter, which was good but not as slick or smooth as I have experienced on Aprilia's more premium models.

As we have come to expect of Aprilia, there are a plethora of electronic rider aids at your disposal. There are four riding modes: Urban, Explore, Off Road, and Individual. Within each mode you can stay with the factory settings or change the rider aids: ATC (traction control), AEB (engine brake), AEB (engine maps), and ABS. ABS is the same in every mode, apart from Off Road which deactivates the rear ABS. In the options menu, you can even disable the front ABS, but only at a standstill.

On the fly, it is simple and straightforward to change the modes and rider aids and you can reduce or turn off the TC whilst riding. See a dirt section, flick into the Off Road mode, which cancels the ABS on the rear and reduces the TC, and let the fun begin… Back on to the road, with dirty tyres, of course, it is into the Urban mode for a soft fuel delivery and higher level of electronic intervention — easy.

You do not need to stop for five seconds and there is not an infuriating menu within a menu, instead the Tuareg's rider options are straightforward and uncomplicated. And you can personalize each mode, meaning you can add some rider aids if you lack confidence off road or, alternatively, remove TC and rear ABS for a purer experience on the road.

We encountered mixed conditions on test, which allowed us to play with the rider aids. TC has four settings, with the lowest for off-road use. On a slippery road, this setting allowed the rear to spin and I would recommend setting two for normal dry riding and going to setting four in poor conditions. The intervention is smooth and controlled, with no backfiring or juddering.

The ABS is equally impressive and just as smooth. However, the rider aids are not lean-sensitive as there is no IMU fitted to this bike, nor is fitting one an option as it is in the case of the 660 Tuono. Aprilia say that lean-sensitive rider aids are not needed on this type of bike and that including them would have added unwanted weight. Cruise control, however, comes as standard, though the quickshifter is an optional extra.

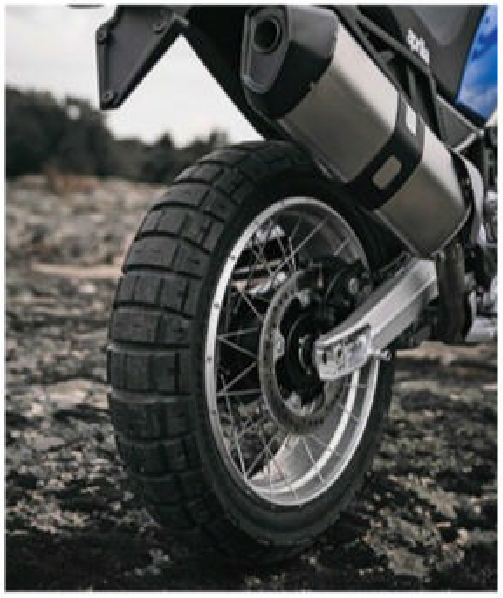
Aprilia treated us to a full day in the saddle, during which we encountered a mixture of on- and off-road and varying conditions. I am short (five feet and seven inches) and found the ergonomics comfortable. The screen was adequate, the hand-guards kept the rain away from gloves (heated grips are optional), and the seat was comfortable. Some taller riders wanted a higher screen (also optional) and it is a shame it is fixed and non-adjustable. However, a taller screen would not have worked off road.

By the end of a long day, I was starting to shift around on the narrow seat. But like so much of the Tuareg, the seat is a compromise between comfort, ease of use, and off-road ability. The narrow tank, saddle, and side-panels not only work off road (*see box*) but with a comparable low seat height, which means even a short rider like me will feel securely footed. I never had a "top-heavy" feeling or worrying moment at low speeds despite my lack of inches.

As mentioned, cruise control comes as standard and, like the rider modes, it is easy to activate on the left bar. An 18-litre fuel-tank and a frugal engine — Aprilia quote 25 km/l (approx.) (4.0 litres/100 km) — means a theoretical tank range of over 482 kilometres. Aprilia also have a decent array of accessories for touring, including attractive hard luggage, plus that larger screen, heated grips, additional lights, comfort seat, and handlebar risers. I would recommend the comfort seat for serious high-mileage touring.

Certainly, do not be put off big miles by the Tuareg's 659-cc capacity or words like "entry-level" or "A2-compliant". This is a bike more than capable of racking up some serious road miles, with luggage. Then when you arrive at your destination, remove those cases and have some off-road fun.

BELOW:
Progressive, smooth Brembo stoppers all round, with twin 300-mm discs up front. ABS is switchable, but not lean-sensitive



ABOVE:
Tubeless Pirelli Scorpion Rally rubber as standard, front 90/90 21 rear 150/70 18 on spoked wheels

BIKE India SPEC TALK

Aprilia Tuareg 660

Price: GBP 10,600 (Rs 10.53 lakh)

ENGINE

Configuration: In-line two-cylinder, four valves per cylinder, water-cooled
Valve-train: DOHC, eight valves
Displacement: 659 cc
Bore x Stroke: 81 x 63.9 mm
Compression Ratio: 13.5:1
Fuelling: Ride by wire 48 mm
Maximum Power: 80 hp at 9,200 rpm (claimed)
Maximum Torque: 70 Nm at 6,500 rpm (claimed)
Clutch: Wet slipper
Transmission: Six-speed

CHASSIS

Type: Steel
Front Suspension: Fully adjustable 43-mm, 240-mm travel
Rear Suspension: Single Kayaba, fully adjustable 240-mm travel
Front Brake: 2x 300-mm discs, four-30/32mm Brembo piston radial caliper
Rear Brake: Single 260-mm disc, single-34-mm piston Brembo caliper
Front Wheel: 21-inch, Spoked aluminium drop centre
Rear Wheel: 18-inch, Spoked aluminium drop centre
Front Tyre: 90/90-19 Pirelli Scorpion Rally
Rear Tyre: 150/70-18 Pirelli Scorpion Rally
Rake/Trail: 26.7°/113.3 mm
Wheelbase: 1,525 mm
Seat Height: 860 mm
Ground Clearance: NA
Tank Capacity: 18 litres
Weight: 187 kg (dry), 204 kg (wet)

SERIOUSLY OFF-ROAD

Make no mistake, the new Aprilia Tuareg is not just an off-road *looking* bike, it is more than capable off road.

As soon as you stand up on the grippy pegs (with removable rubbers), you feel at home. You peer over the small-ish screen, the bars are tall and wide, the seat and tank narrow, meaning you can hold on to the sides with your inner legs — really, this has been made for off-road riding. You are over the front, you can feel the front take the punishment of the terrain, whilst you play with the excellent fuelling, allowing the rear to drift for fun. The mirrors are a little obtrusive on forearms, but, for an average rider, there are few complaints. For a road-going adventure bike it is light, easy to manage, with a nice balance at low speeds. Again, if you are inexperienced, you can add some TC and rely on the ABS at the front.

We rode on the standard Pirelli Scorpion Rally rubber on standard pressures and with the suspension untouched. The dedicated Off Road mode deactivates the ABS on the rear and I went one step further and removed the TC, normally set to one. Engine braking was set to three, to give more control. Serious off-road riders will want to reduce the tyre pressures or change the tyres, depending on the conditions, and possibly soften the front which was a little harsh at times. With a full tank of fuel, there is also weight over the front which makes popping the front up harder work than I was expecting, but the shorter first gear does help.

We only got a flavour off-road, on relatively gentle third- and fourth-gear sections, but initial impressions are good. Aprilia have clearly designed a bike to work in extreme situations, whilst still being accessible to relatively new off-road riders.

Looks are personal and the Tuareg appears to split opinion. I like it, especially in these colours, but I would say it is a thumbs-down from 60 per cent of my social media following. Looks apart, there is no arguing Aprilia has done a fantastic job on their first adventure bike for some time. If you did not know this was a 660, you would think it was an 800 at least — and it begs the question why would you would want more?

This motorcycle is capable off road and right up there with some of the best adventure bikes with 21-inch front wheels. On-road handling is equally impressive and it exudes a high-quality feel with an impressive array of rider aids placing it ahead of some of its competitors. New riders and shorter riders will appreciate its low seat height and ease of use — it is not intimidating like some adventure bikes — while the more experienced riders will applaud its all-round capability and sportiness.

Fit the comfort seat option and some panniers to go touring, fit some off-road biased tyres and crash protection to hit the trails with ease or simply leave it as standard and enjoy a bit of everything.

The only question-mark against the new Tuareg is how it will fare against the competition. In my opinion, above the Yamaha Ténéré, but for a price. And how will it compare to more price-matched bikes like BMW's 850GS and Tiger 900 Rally? I cannot wait for the group test.

The Price of Progress

In its latest iteration, the Yamaha YZF-R15 comes equipped with the upside down (USD) fork that everybody wanted and something nobody did

Story: **Joshua Varghese** Photography: **Apurva Ambep**

“CREATING SOMETHING NEW IS DIFFICULT and it is tougher to improve something that is already good, because if it is not better, then it is only a waste of time.” This was something that crossed my mind a little over three years ago when I was testing the third version of the popular Yamaha YZF-R15 at a racetrack. This *déjà vu* was triggered by the latest R15 that stood waiting to be tested on the humbler tarmac of Pune city. Oh, don’t worry, it is more than a cosmetic makeover; well, slightly more.

The fourth generation of the R15 features the most radical styling yet. The front cowl that used to derive inspiration from previous generations of the R1 and R6 is now the spitting image of the latest YZF-R7. The traditional twin headlamps have been replaced by a single LED projector lamp flanked by daytime running light (DRL) strips and they are visible in the same frame as the new golden USD fork that fans have been asking for. Winds of change have swept over the bodywork as well, because this motorcycle has a reworked fairing and fuel-tank panels; updates that have contributed in spades to the R15’s aesthetic and it looks more aggressive than before.

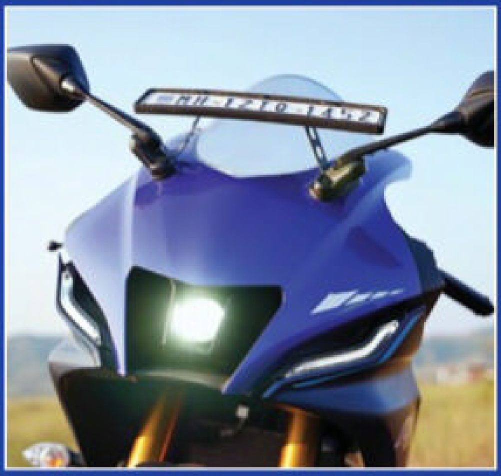
The way you shift gears will put an even bigger smile on your face now because the top variants of the R15 come equipped with a quickshifter for upshifts

The seating position of the R15 has become slightly more committed but, thankfully, not so much as to affect long rides or everyday use and the larger, contoured visor allows better wind protection. The instrument cluster has levelled up as well, because the fully digital console has a layout that is easier to read and packs in more information as well with a separate display for Track mode. My favourite bit about the new console are the gear-shift lights that light up in succession. It complements the R15’s attempt to resemble the R7 and is a good party trick.

There have been no changes to the engine and this motorcycle continues to draw power from the 155-cc, liquid-cooled, single-cylinder engine which has lost about 0.2 hp and 0.1 Nm as compared to the previous model. This one develops 18.4 hp at 10,000 rpm and a peak torque of 14.2 Nm at 7,500 rpm while being mated to a six-speed transmission. Oh, but the way you shift gears will put an even bigger smile on your face now because the top variants of the R15 come equipped with a quickshifter for upshifts. Blasting up and down the twisties, it was fun to just click in the gears without reaching for the clutch and I am happy to report that it works well in the city too. When shifting through lower gears at low rpm, I found that it gets progressively smoother through the rev-range.

In everyday life, the R15 continues to handle the way it always did and the USD fork has barely made any noticeable difference in that regard. Where it has had its say is in the braking department. Haul on the anchors and this version is definitely more stable and inspires the confidence to brake hard. Are all these changes worth the increase in price?

Conclusively, the new R15 is an improvement on its previous models albeit only slightly. The biggest disappointment of this version comes when you consider buying it because you have to deal with a price tag of Rs 1.76 lakh (ex-showroom). The extra kit has pushed the price up by a little more than Rs 18,000 over the previous model.



NEED TO KNOW

Yamaha YZF-R15 version 4.0

Price: Rs 1.76 lakh (ex-showroom)

Engine: 155-cc, SOHC, four-valve, liquid-cooled, single cylinder

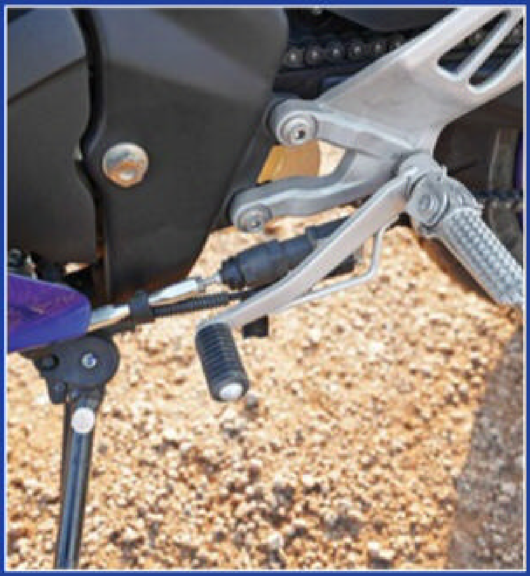
Output: 18.4 hp @ 10,000 rpm, 14.2 Nm @ 7,500 rpm

Transmission: Six-speed, chain drive

Brakes: 282-mm disc (F), 220-mm disc (R)

Tyres: 100/80-17 (F), 140/70 R17 (R), tubeless

Weight: 142 kg



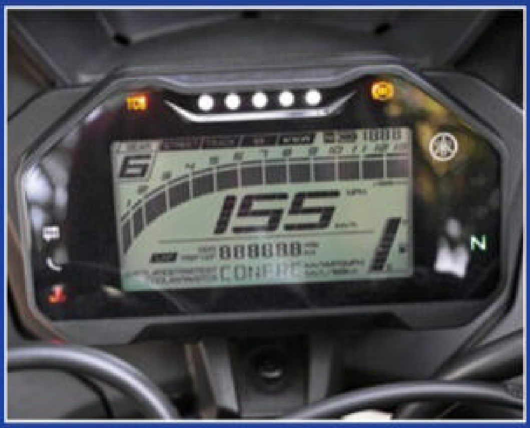
TOP: As close as it gets to the R7 styling

ABOVE: Reworked fuel tank and fairing add to the aggression

ABOVE RIGHT: Quickshifter spices up the ride experience

RIGHT: The most informative console on an R15 yet. Note the shift lights

BELOW: Still a dream to ride around corners



Doubled Zest

Yet another update to add to the sporty character of the already potent TVS Apache RR310

Story: **Azaman Chothia**
Photography: **Apurva Ambep**

THE "BUILT TO ORDER (BTO)" PLATFORM WAS recently introduced by TVS. With this initiative, TVS are offering customers the opportunity to purchase a motorcycle that is customized with some very important race-spec parts to further enhance what the RR310 is capable of. Last year, the bike received a BS6-compliant engine along with a bunch of electronic updates and was a real blast to ride around the track. Let us take a look at what makes this year's update so special.

The RR310 remains the same in terms of design and styling, but it now sports a combination of colours from TVS' racing heritage. The blue-white-and-red colour scheme is loud and attracts a lot of attention on the road. The only customization in terms of styling is that riders will be able to choose a racing number of their preference which will be stuck on to the windscreen. There is also the option of black or red rims.

Starting off with one of the minor updates, the exhaust unit has been swept up very slightly and also pushed inwards to allow experienced riders more lean angle. Apart from repositioning the exhaust, TVS have also tweaked how the bike sounds by adding a little more grunt to the exhaust note, keeping in tune with the race-spec update. The change is not all that different, but still noticeable.

The main update to the RR310 this year comes in the form of two kits: Dynamic and Race. With the Dynamic kit, the bike will be equipped with a brass-coated chain as well as a new suspension set-up. The front gets a KYB fork that can be adjusted for preload, compression, and rebound. It offers 15 millimetres of preload adjustability and 20 clicks of compression and rebound damping. Meanwhile, the rear monoshock offers 20 clicks of rebound damping and 10 clicks of preload adjustability. Another addition is a "Wave Bite" key that doubles as a tool to adjust the front suspension. TVS could have also offered adjustable brake and clutch levers for better reach, considering that they are now available with the smaller Apache models.

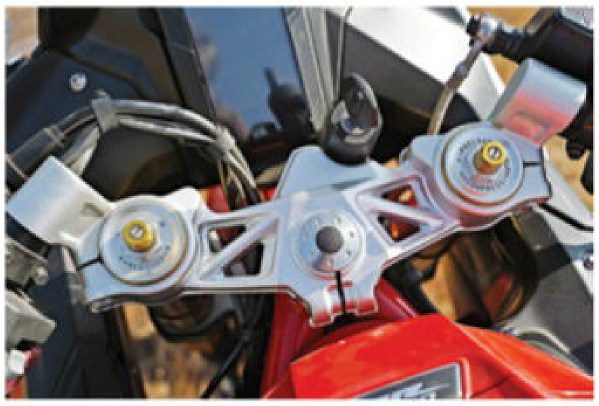
The Race kit is the one that offers a more aggressive clip-on handlebar unit where the bars are tapering lower and shorter foot-pegs that have been set higher and slightly towards the rear. This is something that seasoned racers and riders are sure to appreciate. To make full use of these updates, I visited the twisties of Lavasa after a very long time. The riding position is now obviously more aggressive and took some time to adjust to, especially while riding on city streets. Once I reached the start of the hilly zigzag roads, it felt more natural as I spent the day riding there and getting used to it.

The Apache RR310 has always been one of the best handling Indian motorcycles and continues to do so gracefully. It remains planted through a corner, feels nimble, and effortlessly flicks from one side to the other with accuracy. This makes it a really engaging and fun motorcycle to ride and it is also very friendly for new riders. Something that we had said in last year's review that still deserves a noteworthy mention are those Michelin Road 5 tyres that further enhance the cornering capabilities and inspire greater confidence in any situation.

The Dynamic kit is priced at Rs 12,000, while the Race kit will cost you Rs 5,000. If a rider opts for the racing livery, TVS will charge Rs 4,500 and, finally, the painted alloy wheels cost Rs 1,500. Thus, you can get the entire package for an additional Rs 18,000. Not bad for an entire kit that will allow you to directly transport your motorcycle to the racetrack for a super fun track-day.

The 312.2-cc, single-cylinder motor retains the four ride modes which were added in the last update: Rain, Urban, Sport, and Track. Each of these modes has been set up with different mappings so as to make the motorcycle easier and more exhilarating to ride, especially out in the city. The Track and Sport modes are mapped to deliver 34 hp at 9,700 rpm and a peak torque of 27.3 Nm at 7,700 rpm while the Rain and Urban modes are tuned to be more city-friendly,

TVS Racing
Apache
MH-12TQ-7269
RACING SINCE 1982
ABS
DOHC



LEFT: New KYB front fork gets preload, compression and rebound adjustability

RIGHT: Riders can opt for a racing number of their preference

LEFT: shorter foot-pegs that have been set higher and slightly towards the rear

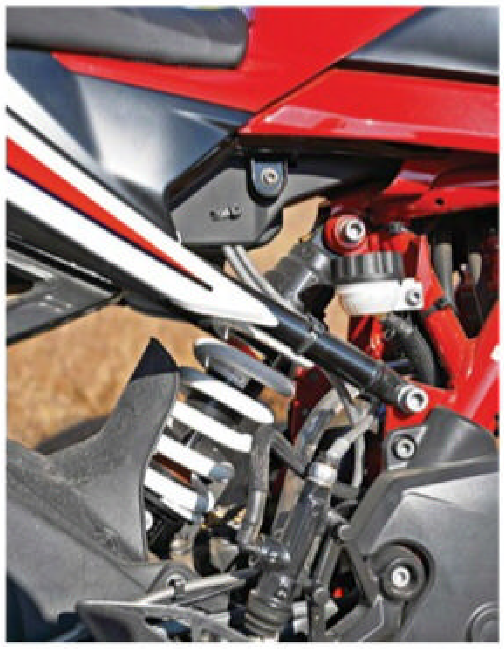
putting out 25.8 hp at 7,600 rpm and a peak torque of 25 Nm at 6,700 rpm. The bike is said to achieve a top speed of 125 km/h in the Rain and Urban modes while it can do around 160 km/h in the Sport and Track modes.

Along with a change in power delivery, each mode also changes how late or early the anti-lock braking system (ABS) kicks in. In the Track mode, the ABS is least intrusive, while it is most intrusive in the Rain mode. The motor is not the most tractable one, so to handle low speeds in higher gears better and also offer better fuel efficiency, Rain and Urban modes come into play, especially at low city speeds. In the Track and Sport modes, the bike feels the best when kept in the mid-range. With every passing year since the first-generation model, TVS have been working on improving the engine vibrations. They have not been able to do away with those completely, though, for a bit of vibes are still felt when the bike is revved over the 7,500-rpm mark. Nevertheless, this is not something that bothered me as I was busy enjoying the way the motorcycle handled around the twisties.

The TFT dash is the same vertical rectangular unit as before and provides the rider more than adequate information. It can also be connected to a phone via the SmartXonnect application. A new feature is that it can now store all the important documents and these can be displayed on the screen when required. What I really like is how user-friendly it is to use the switchgear to navigate through the various options. Even the riding modes can be switched on the go by simply pressing a button on the left side of the handlebar and releasing the throttle.

All in all, the RR310 has shown us that TVS have been sincerely researching and constantly developing their flagship offering to better every aspect of it. With this update, they are offering a race-ready package which is a segment-first in our market. This is sure to attract the attention of track-day enthusiasts who are on a budget. The standard bike is priced at Rs 2.60 lakh (ex-showroom). With all of the additional track-focused accessories the price goes up to Rs 2.78 lakh. What makes things even more interesting is that TVS have announced that the Race kit is available even for the existing RR310 users and they will also be offering the Dynamic kit shortly. Prices for the existing users will be announced soon.

This customization has enhanced the rideability of the motorcycle and the massive range of adjustability means that this will be a good proposition for everyday use as well as being a track-day beast for the weekends. BIKE



LEFT: The rear also gets a new KYB monoshock with preload and rebound adjustability

ABOVE: User-friendly switchgear to navigate through the TFT dash

BELOW: Exhaust unit has been swept up very slightly and also pushed inwards

> With this update, TVS are offering a race-ready package which is a segment-first in our market. This is sure to attract the attention of track-day enthusiasts

BIKE India Spec Talk   Road test **#250**

TVS Apache RR310 BTO

Price: Rs 2.78 lakh
(ex-showroom with both kits)

Overall star rating: ★★★★⯨

DIMENSIONS

Length: 2,001 mm
Width: 786 mm
Height: 1,135 mm
Wheelbase: 1,365 mm
Saddle Height: 810 mm
Ground Clearance: 180 mm
Kerb Weight: 174 kg

ENGINE

Configuration: Liquid-cooled, reverse-inclined, single cylinder
Valve-train: DOHC, four valves
Displacement: 312.2 cc
Bore x Stroke: 80 mm x 62.1 mm
Compression Ratio: 10.9:1
Fuelling: Bosch closed loop electronic fuel-injection
Maximum Power: 34 hp at 9,700 rpm
Maximum Torque: 27.3 Nm at 7,700 rpm

TRANSMISSION

Clutch: Wet, multi-plate, slipper
Gears: Six-speed, constant mesh
Primary Drive: Gear
Final Drive: Chain
Gearshift Pattern: One down, five up

CHASSIS

Type: Steel trellis frame, bolt-on cast aluminium swingarm
Front Suspension: KYB USD forks with adjustment for preload, compression and rebound
Rear Suspension: KYB monoshock with adjustment for preload and rebound
Front Brake: 300-mm petal disc with radially-mounted ByBre four-piston caliper, ABS
Rear Brake: 240-mm petal disc with ByBre single-piston floating caliper, with ABS
Front Wheel: 17-inch, alloy
Rear Wheel: 17-inch, alloy
Front Tyre: 110/70 R17, Michelin Road 5
Rear Tyre: 150/60 R17, Michelin Road 5
Rake/Trail: NA

FUEL EFFICIENCY

Claimed: NA
Tank Capacity: 11 litres
Range: NA

BIKE INDIA RATING

Design & Style: ★★★★⯨
Powertrain: ★★★★⯨
Performance: ★★★★⯨
Safety: ★★★★⯨
Ride Quality: ★★★★⯨
Handling: ★★★★★
Braking: ★★★★★

NEXT GEN PUBLISHING

Now read your favourite magazine wherever you go...
Available on PC... Mac... Tablet... or any other handheld device!

9:40 AM
iPad
₹ 100

INDIA'S NO. 1 TWO WHEELER MAGAZINE, BY FAR!

BIKE INDIA

WWW.BIKEINDIA.IN

VOLUME 17 ▶ ISSUE 05

DECEMBER 2021

★★★★★ SPECIAL POSTER VALENTINO ROSSI ★★★★★

BAJAJ PULSAR 250s
Biggest and meanest Pulsars yet

FIRST RIDE: Ola S1 Pro
TESTED: TVS Raider & RR310 BTO
UPDATE: Yamaha YZF-R15 version 4.0
FEATURE: Valentino Rossi's Ten Greatest Victories

Aprilia **Tuareg 660**

Yamaha **Aerox 155**

Ducati **Multistrada V2 S**

NEXT GEN PUBLISHING

Available on

iOS | Android | Web | Amazon | Windows 8 | Samsung | Huawei

www.zinio.com/bikeindia

Digital Platform Partners

zinio™ | MAGZTER DIGITAL MAGAZINE STORE TAP · READ · ENJOY | JioNews Your News. Your Language.

YAMAHA

Revs Your Heart

thank you!

VR|46

9 World Championships

4 World Championships with Yamaha

115 Grand Prix Victories

235 Podiums

65 Poles

* all categories

46

Game-changer

While testing a product that combines the best parts of a scooter and a motorcycle, where do we begin?

Story: **Joshua Varghese**
Photography: **Sanjay Raikar**

MOTORCYCLISTS AND SCOOTERISTS HAVE more in common than just a couple of wheels. I would even say that they share a dream. A fantasy of a two-wheeler that has the performance of a motorcycle and the convenience of a scooter. I certainly wished for one and it is worth celebrating that the first of these offerings is finally here, courtesy Yamaha Motor India. On paper, the Aerox 155 has what it takes to dominate the performance scooter market, so we put it to the test.

If it had to be named after its styling, one of the first things that comes to mind is "moto-scooter", because the Aerox has design elements that are unique to both motorcycles and scooters. Head-on, it is unmistakably the latter, defined by the large front apron across which are spread the LED headlamp and DRL, further flanked by sharp and aggressive cowls which have indicators integrated into the bodywork. There is no step-through floorboard here. Instead, the underbone chassis accommodates the 5.5-litre fuel-tank in the space where many a child has been forced to stand on regular scooters. An X-shaped side-panel adorned with cool graphics visually connects the front and rear halves of the Aerox, fusing well into the minimal yet tastefully done bodywork of the rear. The lower half of the scooter is where you get to see its motorcycle elements. The chassis sits on 14-inch blue alloy wheels with a telescopic fork at one end and twin shock-absorbers at the other, even flaunting a small radiator on the right-hand side. That's about as motorcycle as it gets.

MH12T
T1040
IND
YAMAHA
aerox
VVA
ABS

GEAR CHECK

Rider: Joshua Varghese
Helmet: Mavox OX10
Jacket: Spidi
Pants: Richa Brutale
Gloves: XDI Urban
Boots: TCX X-Roadster

BELOW: Console is informative but awkwardly placed

The saddle is 790 millimetres off the ground and that is slightly high for a scooter. However, having settled into the large and comfortable seat, I immediately liked it because not only does it have a comfortable and relaxed position, the fuel-tank panels between the legs allow one to lock in the ankles and that was rather reassuring while riding quickly. In comparison, the rear seat is not as wide and spacious but, after a short ride around town, the pillion had no complaints either. The instrument console is a fully digital, reverse-LCD unit that features all the regular fare and, interestingly, a tachometer. That's not something you see every day on a scooter. It supports basic Bluetooth connectivity as well but, regrettably, there is no navigation assist. There are, however, a couple of trip-meters that display the mileage since the last oil change and V-belt change. None of these was particularly useful while in motion because the console was situated right under my chin and it was not possible for me to sneak a glance at it without completely taking my eyes off the road.

The multi-function key switch has proved to be a convenient way to open the seat and the fuel-filler cap without having to remove the key from its slot and Yamaha have included it in the Aerox. With the fuel-tank in the front, one would expect a lot of room under the seat and there is — 24.5 litres of it — but it is not exactly usable. Allow me to explain. Although Yamaha claim that "the under-seat storage allows one XL-size full-faced helmet to fit along with rain gear", it is not the case. While a half-face helmet fits comfortably, the only way to fit an L-size ECE-rated full-face helmet in it is to place it upside down because when placed upright, the contour of the helmet and the lack of a corresponding shape under the seat prevents it from closing properly. I wouldn't do that to my lid, would you?

Such niggles take a back seat when you start the Aerox, though. The YZF-R15 power unit comes to life with a whisper thanks to the integrated starter generator and settles into a refined idle. This prompted many passers-by to walk up to me and confirm that it was not an electric scooter. That is a compliment of sorts, I presume. The 155-cc, liquid-cooled, four-valve, single-cylinder engine has been tuned to develop 15 hp at 8,000 rpm and a peak torque of 13.9 Nm at 6,500 rpm while being mated to the automatic transmission, but, don't worry, that is enough to make the Aerox India's most powerful production scooter on sale today. A twist of the wrist sent me headfirst into an unexplored territory of scooter testing and into some exciting days with the Aerox.

The fuelling is spot-on and this scooter pulls off the line with an ease and confidence that deserve admiration. Zero to 60 km/h is dismissed without fuss and it will go on to touch respectable triple-digit figures (indicated) easier than anything in this segment today because, above 6,000 rpm, the variable valve actuation (VVA) comes into play and gives the Aerox a little bit of a performance advantage. In a straight line on an open road, this scooter can comfortably cruise at 90 km/h without breaking a sweat. In traffic also, it is right at home; its agility allows one to ▶

BIKE India Spec Talk Road test **#251**

Yamaha Aerox 155

Price: Rs 1.29 lakh (ex-showroom)

Overall star rating: ★★★★⯪

DIMENSIONS

Length: 1,980 mm
Width: 700 mm
Height: 1,150 mm
Wheelbase: 1,350 mm
Saddle Height: 790 mm
Ground Clearance: 145 mm
Kerb Weight: 126 kg

ENGINE

Configuration: Liquid-cooled, single-cylinder
Valve-train: SOHC, four valves
Displacement: 155 cc
Ignition: Starter motor generator
Starting: Electric
Bore x Stroke: 58.0 x 58.7 mm
Compression ratio: 11.6:1
Fuelling: Fuel injected
Max Power: 15 hp at 8,000 rpm
Max Torque: 13.9 Nm at 6,500 rpm
Power:Weight: 119.05 hp/tonne

TRANSMISSION

Clutch: Centrifugal automatic
Gears: Variomatic
Primary Drive: V-Belt
Final Drive: Gear

CHASSIS

Type: Underbone
Brakes (F): 230-mm disc, ABS
Brakes (R): 130-mm drum
Tyre (F): 110/80-14 iRC SCT-005R, tubeless
Tyre (R): 140/70-14 iRC SCT-005R, tubeless
Suspension (F): Telescopic fork
Suspension (R): Twin shock absorbers

FUEL EFFICIENCY

Claimed: NA
Tank Capacity: 5.5 litres
Range: NA

BIKE INDIA RATING

Design & Style: ★★★★⯪
Powertrain: ★★★★⯪
Performance: ★★★★★
Safety: ★★★★★
Ride Quality: ★★★★⯪
Handling: ★★★★⯪
Braking: ★★★★⯪

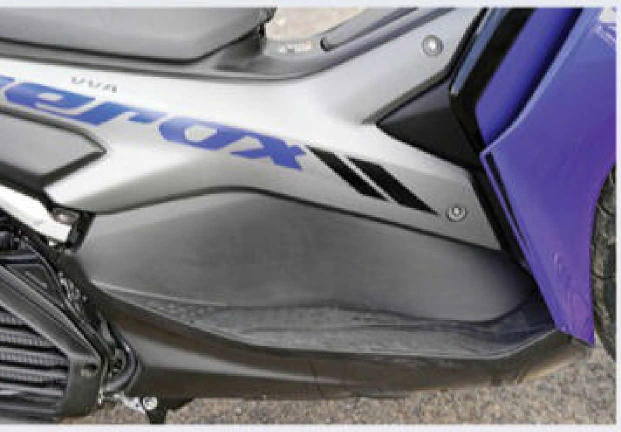
OFF
OPEN
ON
PUSH SHUT
PUSH
LOCK
OPEN
IGNITION
FUEL
SEAT

ABOVE LEFT: Everything at the turn of a key

ABOVE: Fuel tank takes up the space where people put an LPG cylinder

LEFT: Stiffly sprung but highly functional

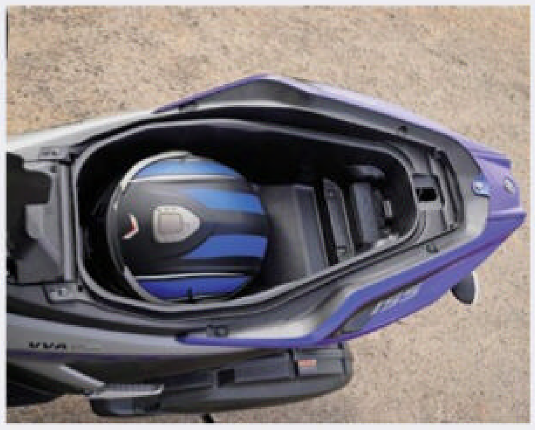
BELOW: Phone dock is too small for most smartphones



LEFT:
The lack of a floorboard is compensated by a reassuring riding position

BELOW:
Enough space for a half-face helmet not for a good full-face one

BELOW LEFT :
A radiator makes it a lot cooler than other scooters



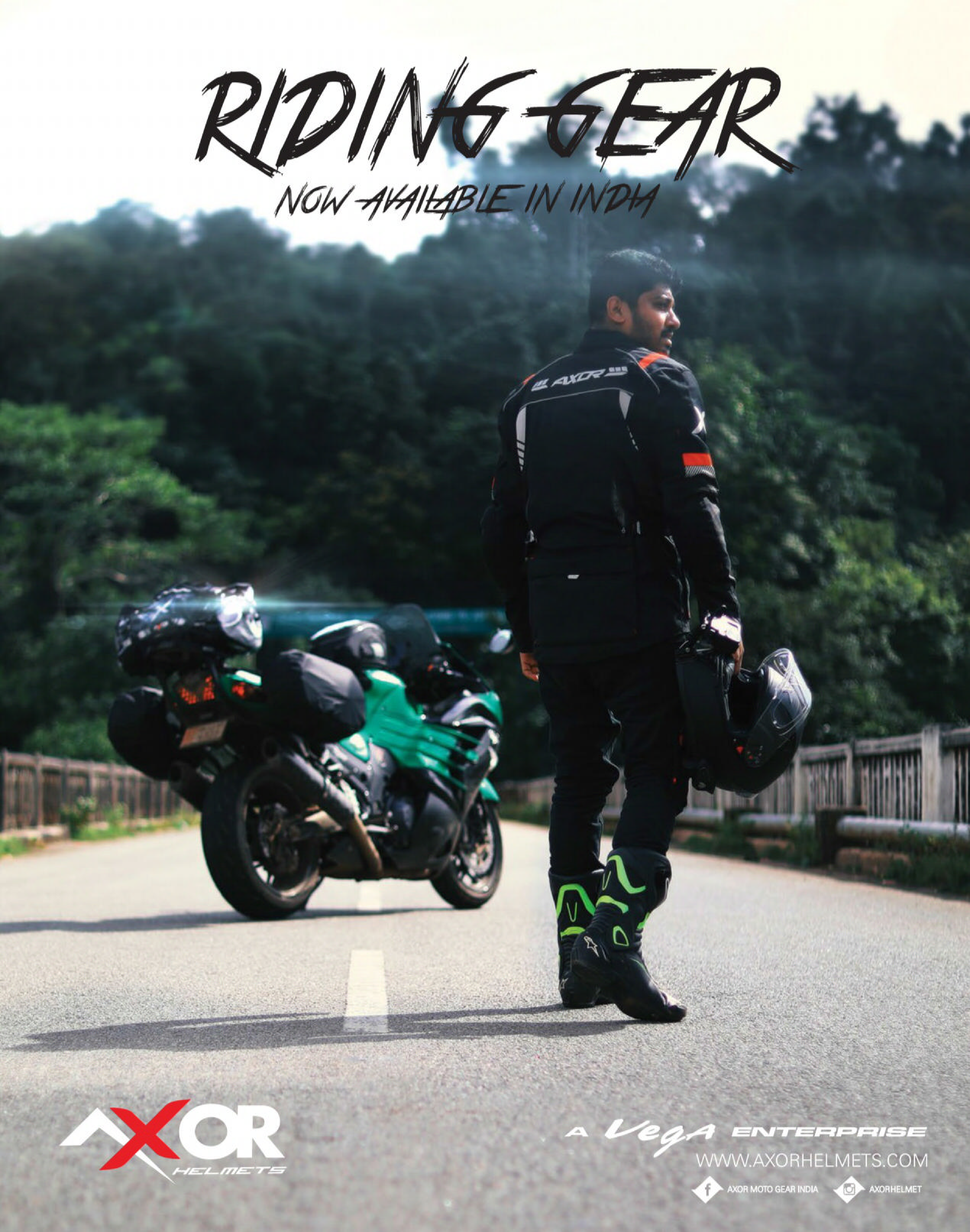
manoeuvre it easily through the gaps and the quick throttle response makes overtaking quite effortless. When both of these things are available without those irksome vibrations, what is not to like?

The Aerox's rear suspension set-up is on the stiffer side and it does not have a ride that is as plush as that on a conventional scooter, even when riding two-up. But I would not grumble about it because that makes it extremely fun around corners. Turn-in is effortless. Grip is easy to find, thanks to iRC tyres, and one may look forward to powering out of the curve, making for an extremely enjoyable formula. Braking is handled by a disc at the front with ABS and a drum unit at the rear and, together, they do a good job of shedding speed in a hurry. But what if they had used a two-piston caliper instead of a single-pot unit... hmm?

At the end of my time with the Aerox 155, there is almost nothing that I do not like about the scooter. It is powerful, exciting to ride, and convenient to live with too. The seating position is comfortable, the ride is refined, and all of this for a reasonable price of Rs 1.29 lakh (ex-showroom). It really means the best of both worlds. In fact, it has muscled itself into the top spot in my list of scooters to have in India. I just wish the under-seat storage were shaped better to fit a good full-face helmet.

> At the end of my time with the Aerox 155, there is almost nothing that I do not like about the scooter. It is powerful, exciting to ride, and convenient to live with

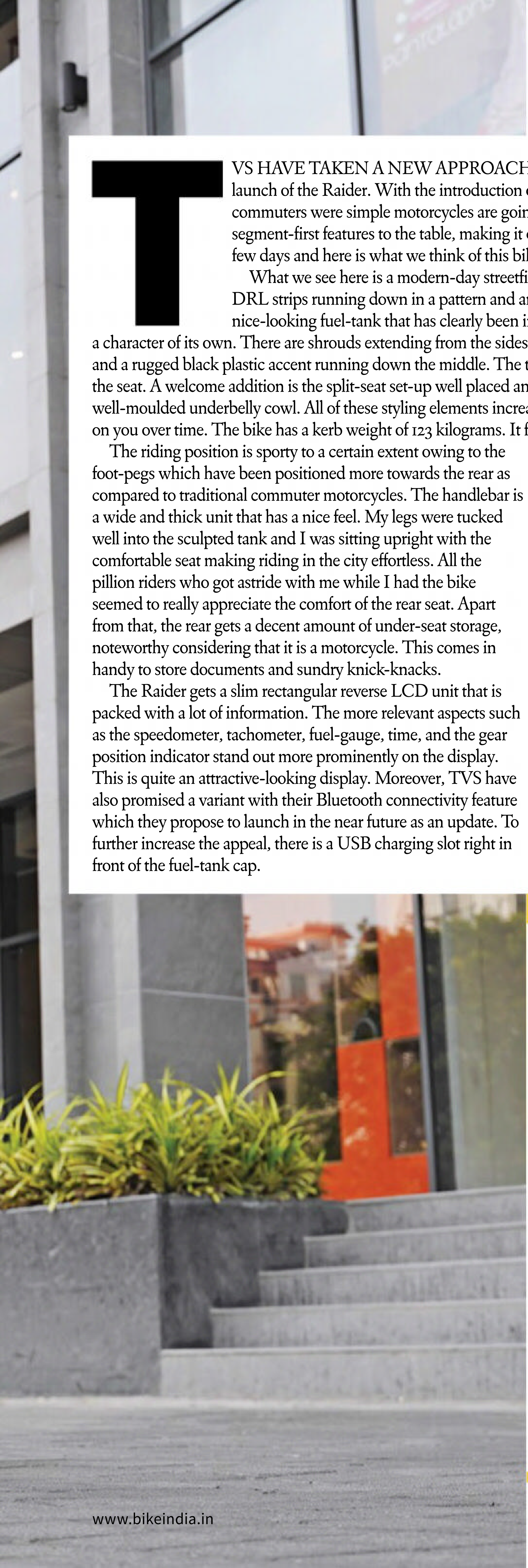
MH12T
T1040


RIDING GEAR
NOW AVAILABLE IN INDIA
AXOR HELMETS
A Vega ENTERPRISE
WWW.AXORHELMETS.COM
AXOR MOTO GEAR INDIA
AXORHELMET

Raider On The Prowl

We spend a few days riding the TVS Raider 125 in the city to tell you about what it brings to the segment

Story: **Azaman Chothia**
Photography: **Apurva Ambep**



TVS HAVE TAKEN A NEW APPROACH TO COMMUTERS WITH THE RECENT launch of the Raider. With the introduction of this motorcycle, it seems that the days when commuters were simple motorcycles are going to be history very soon. The Raider brings a lot of segment-first features to the table, making it quite a unique proposition. We tested it in the city for a few days and here is what we think of this bike.

What we see here is a modern-day streetfighter design with a unique headlamp that gets two DRL strips running down in a pattern and an LED set-up at the rear as well. Then we have the nice-looking fuel-tank that has clearly been inspired by the Apache series but still manages to retain a character of its own. There are shrouds extending from the sides of the tank in black colour with a silver TVS horse logo and a rugged black plastic accent running down the middle. The tank design tapers towards the rider as it merges with the seat. A welcome addition is the split-seat set-up well placed and sleek grab-rails for the pillion as well as a sharp and well-moulded underbelly cowl. All of these styling elements increase the overall appeal at first glance and begin to grow on you over time. The bike has a kerb weight of 123 kilograms. It feels light on its feet and really easy to move around.

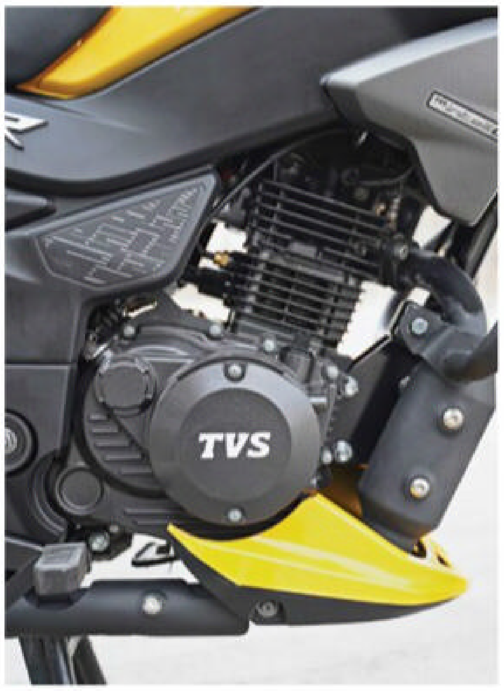
The riding position is sporty to a certain extent owing to the foot-pegs which have been positioned more towards the rear as compared to traditional commuter motorcycles. The handlebar is a wide and thick unit that has a nice feel. My legs were tucked well into the sculpted tank and I was sitting upright with the comfortable seat making riding in the city effortless. All the pillion riders who got astride with me while I had the bike seemed to really appreciate the comfort of the rear seat. Apart from that, the rear gets a decent amount of under-seat storage, noteworthy considering that it is a motorcycle. This comes in handy to store documents and sundry knick-knacks.

The Raider gets a slim rectangular reverse LCD unit that is packed with a lot of information. The more relevant aspects such as the speedometer, tachometer, fuel-gauge, time, and the gear position indicator stand out more prominently on the display. This is quite an attractive-looking display. Moreover, TVS have also promised a variant with their Bluetooth connectivity feature which they propose to launch in the near future as an update. To further increase the appeal, there is a USB charging slot right in front of the fuel-tank cap.

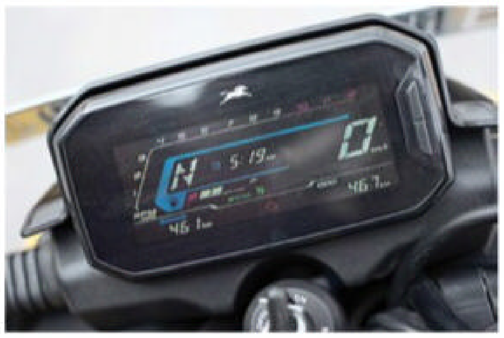
TVS have placed a completely new motor in this motorcycle. It has been inspired by the engine in the Ntorq 125 scooter. This is a 124.8-cc, air-cooled, three-valve, single-cylinder engine capable of 11.4 hp at 7,500 rpm and a peak torque of 11.2 Nm at 6,000 rpm. It is mated to a five-speed gearbox. As we have seen in many of the recent launches by TVS, the Raider also gets riding modes (Eco and Power). You might think that riding modes are not necessary in a 125-cc motorcycle, but, given the ever-rising cost of fuel, having a mode to conserve even a drop is helpful.

A rider can switch among the modes using a switch on the right-hand side of the handlebar. The difference in the ride modes might be very slight, but is still noticeable when on the go. The bike delivers a peppy and linear acceleration in Power mode which makes for a sportier ride around town. The way power is delivered in Eco mode feels calmer and more gradual when the throttle is opened. In the Eco mode, the red-line also comes in slightly earlier and this, in turn, restricts the top speed of the bike. In the Power mode, it should easily be able to do around 100 km/h. TVS claim that the Raider can do a 0-60 km/h sprint in just 5.9 seconds. The gear-shifts are slick, the clutch action is light, and, when revved into the higher rpm range, there is a nice grunt from that exhaust unit.

This engine is also very tractable and can easily do lower speeds like 40 km/h in fifth gear without any juddering. TVS have patented a new technology whereby the engine

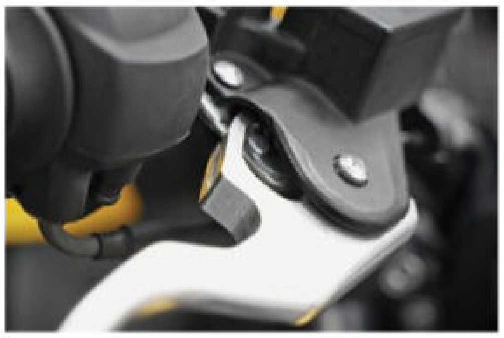


ABOVE:
The heart of the Raider is what makes it such a good bike to ride. TVS have also patented a technology where the engine oil is cooled via fins that are hidden behind the clutch cover



ABOVE:
One of the most comprehensive displays in this segment

BELOW:
The SBT system partially engages the front brake when the rear is applied



oil is cooled with fins that are hidden behind the clutch cover. The ISG (integrated starter generator) facilitates quiet starts and Eco mode also allows for automatic stops when the bike is idle in neutral gear to further increase fuel efficiency. It can be re-started from a complete halt by simply twisting the throttle.

The Raider gets a telescopic fork at the front and, as yet another segment-first, a monoshock at the rear. This set-up is slightly on the sportier side but takes potholes, speed-breakers, and all the adverse conditions we come across while riding in the city gracefully in its stride. What further improves the rideability of the motorcycle and makes it really safe is the braking system. The variant we have here gets a 240-mm petal disc at the front and a 130-mm drum brake at the rear with SBT (Sync Braking Technology). This is essentially a combined braking system wherein around 25 per cent of the front brake is activated when the rear brake is applied. At city speeds, this eliminates the possibility of locking up and skidding while trying to come to a halt instantaneously. The front brake has a good bite to it which makes it ideal to stop a 125-cc bike. Complementing the brakes are the TVS Remora tyres that do a superb job of keeping the bike planted and inspire confidence in the rider.

After only a few days spent with the motorcycle, it is still hard to comprehend that this is a 125-cc motorcycle. It is clearly one of the unique bikes we have seen in a long time. TVS seem to have taken the best bits from the Radeon and the Apache RTR series to create a motorcycle for the masses. The Raider is priced at Rs 77,500 for the drum brake variant and Rs 85,469 for the disc brake one. It demands a slight premium over some of its competitors but easily justifies the extra money that a customer will have to pay.

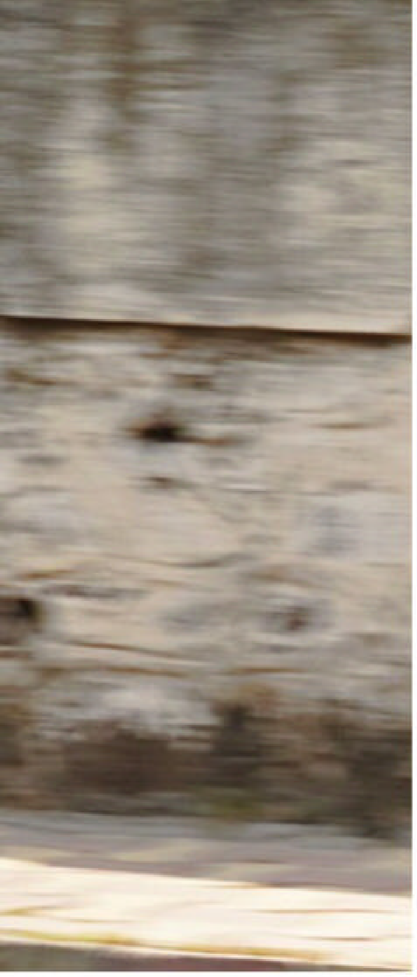
To sum it up, the Raider is a practical everyday commuter with a nice amount of sportiness to it. With its combination of a refined engine, ride modes, good build quality, and many segment-first features, this motorcycle is ready to write a new chapter in the history of commuters. BIKE

With this solid package, the TVS Raider is set to write a new chapter in the history of commuters

LEFT:
A split seat setup that keeps a rider as well as the pillion extremely comfortable

BELOW:
The monoshock unit at the rear is a commendable segment first

BELOW LEFT:
A USB charger to fulfill a riders everyday needs



BIKE India Spec Talk Road test #252

TVS Raider 125

Price: Rs 77,500 (Drum brake) / Rs 85,469 lakh (Disc brake) (ex-showroom Delhi)

Overall star rating: ★★★★½

DIMENSIONS

Length: 2,070 mm
Width: 785 mm
Height: 1,028 mm
Wheelbase: 1,326 mm
Saddle Height: NA
Ground Clearance: 180 mm
Kerb Weight: 123 kg

ENGINE

Configuration: Air-cooled, single cylinder
Valve-train: SOHC, three valves
Displacement: 124.8-cc
Bore x Stroke: 53.5 mm x 55.5 mm
Compression Ratio: NA
Fuelling: Electronic fuel-injection
Maximum Power: 11.4 hp at 7,500 rpm
Maximum Torque: 11.2 Nm at 6,000 rpm

TRANSMISSION

Clutch: Wet, multiplate
Gears: Five-speed
Primary Drive: Gear
Final Drive: Chain
Gearshift Pattern: One down, four up

CHASSIS

Type: Single Cradle Tubular Frame
Front Suspension: Telescopic Fork
Rear Suspension: 5-step adjustable, gas charged monoshock
Front Brake: 240-mm disc brake
Rear Brake: 130-mm drum brake with SBT
Front Wheel: 17-inch, alloy
Rear Wheel: 17-inch, alloy
Front Tyre: 80/100 R17 TVS Remora
Rear Tyre: 100/90 R17 TVS Remora
Rake/Trail: NA

FUEL EFFICIENCY

Claimed: 67 km/l
Tank Capacity: 10 litres
Range: 670 km (claimed)

BIKE INDIA RATING

Design & Style: ★★★★½
Powertrain: ★★★★½
Performance: ★★★★½
Safety: ★★★★½
Ride Quality: ★★★★½
Handling: ★★★★½
Braking: ★★★★½

Product Review

All Decked Up

Royal Enfield's accessories game is strong. We tried out a few using a Classic 350

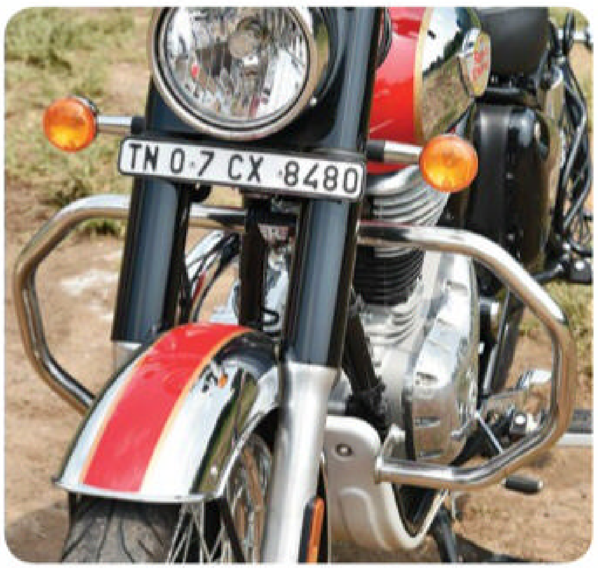
Story: **Joshua Varghese** Photography: **Sanjay Raikar**

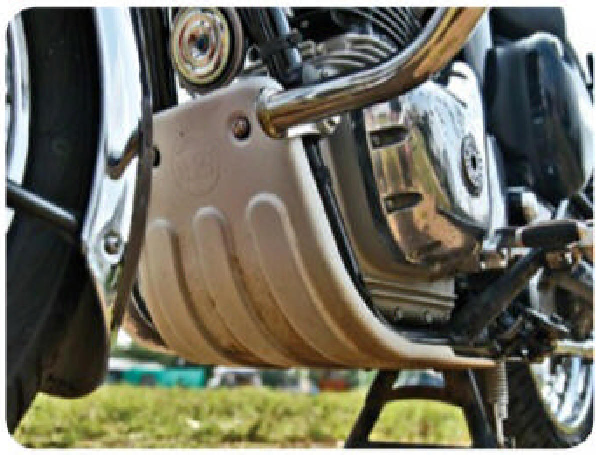
THE ROYAL ENFIELD CLASSIC 350 IS AMONG THE BEST-SELLING models in the manufacturer's Indian portfolio and they have also introduced a long list of accessories to make this motorcycle more appealing to their customers. These modifications include everything from style elements to functional options that can make the riding experience better for certain parameters (touring, for example) and, finally, some protective additions. The motorcycle in these pictures has a mixture of everything and it is merely the tip of the iceberg. RE have a rather extensive catalogue and similar accessories are available for all the motorcycles in their portfolio.

ENGINE GUARD

Two chrome bars stretch out on either side of the motorcycle and they promise to protect it from too much damage in the event of a fall. The bars themselves are quite sturdy and seem robust enough to get the job done. Sure, it adds to the weight of the motorcycle but we feel that this is more of an investment than an extravagance. There are multiple shapes to choose from too.

Price: ₹ 3,450/-





SUMP GUARD

The Classic is a sturdy motorcycle with a generous amount of ground clearance for city use but there is always the risk of scraping the bottom of the engine when riding quickly over uneven surfaces. This accessory need not be very high on the priority list for an urban rider but if you are planning to do road trips, then this is another layer of protection against the worst our roads can throw at you. Is the price worth it? We are sure replacing a damaged sump will be more expensive.

Price: ₹ 2,750/-

BLACK TOURING SEATS

Comfort is a non-negotiable factor where long rides are concerned. An uncomfortable seat can drastically reduce the maximum distance travelled per day and make the whole idea of a road trip quite painful and exhausting. In that regard, the touring seats do what they are expected to do. They are well-padded and provide a perch that supports mile-munching. The price could have been a little more affordable, but they do have warranty as opposed to cheaper after-market options.

Price: ₹ 6,700/-

TOURING FLY SCREEN

It is significantly larger than a regular fly screen but not large enough to be a proper windscreen. This hybrid of sorts does the job of keeping you safe from bug-splatter on the highway but it is not as effective at shielding you from wind blast at high speed. While wind is directed away from the chest effectively, a tall rider may feel it hitting the visor of their helmet.

Price: ₹ 6,700/-

FOOT-PEGS

These are flat, almost mini footboards that replace the traditional cylindrical foot-pegs. To be honest, the difference they make in terms of comfort and functionality is minimal. We feel they offer nothing more than aesthetic appeal and that too at a price that is far from reasonable. Maybe, save up for these later if you are on a budget.

Price: ₹ 5,000/- (front and rear)

BACK-REST

This one is quite simple to choose. If you travel with a pillion, it makes sense because it will take some strain off their backs. For someone who rides solo most of the time, this could be superfluous. The back-rest comes as two units, the cushion and the mount. We have mentioned the combined price.

Price: ₹ 2,550/-

TOURING MIRRORS

These mirrors have more adjustability than the stock ones and, more importantly, they are extremely usable while cruising along at 90-plus km/h. Their blur-free reflections and suave finish make these a tempting buy but, at a little over Rs 3,000 apiece, they are downright expensive. There are bar-end ones on sale, too, but we imagine these are the better option of the two.

Price: ₹ 6,250/-

Championship Battle Intensifies

Report: **Azaman Chothia**
Photography: **Apurva Ambep**

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
MOTUL
www.motul.in facebook.com/motulindia

ABOVE: In Race One, Anish Shetty took the win, followed by Allwin Xavier and Anfal Akdhar in second and third place respectively

The second round of the Royal Enfield Continental GT Cup held at the Kari Motor Speedway witnessed two intense races. This caused a shuffle in the championship standings

Race One

After a dominant performance by Anish Shetty (Hubli) in the first round, all the riders came into the second round looking to improve their pace and better their lap-times. In the qualifying session prior to the first race of round two, it was again Anish who managed to take pole position. He was followed by Allwin Xavier (Thrissur) and Raj Kumar (Coimbatore), who started in second and third place respectively.

As the first race got under way, five riders from the first two rows got a good start as they battled it out for the first few laps. Raj dropped a few positions as Anish and Allwin broke away from the rest of the group and had an intense battle all the way until the last lap. Ultimately, it was Anish who emerged victorious with a fastest lap-time of 1:17.349 and also gained a lead in the championship standings. Coming in second place was Allwin, who finished just 0.731 seconds behind the leader. Anfal Akdhar (Thrissur), who had started in fifth, worked his way up to take the last podium spot.

Race Two

All the riders started the second race in the positions in which they had finished the first race. Anish started from pole position and pulled away from the rest of the competitors in this 10-lap race. Unfortunately, a scary incident involving Lokesh V (Bengaluru) and Sampaul Osbourne (Coimbatore) caused Lokesh to crash out of the race, after which the race was red-flagged. We are glad to report that Lokesh is safe and sound after this incident.

After a while, the officials decided that the race would be restarted and run for a total of only four laps. Anish did not get the start that he wanted this time and entered the first corner in third place. While fighting for positions, he got bumped out and rejoined the race in fifth place. After this, Anish carried great pace as he blitzed through the pack and, on the last lap, had only Anfal in his sights. He managed finally to take first place following an overtake at the start of the mickey mouse section to take the lead and cross the finish-line as the chequered flag was waved.

Unfortunately, Sampaul suffered a crash on the previous lap that brought out the yellow flag and Anish was under investigation as he made the last overtake when the yellow flag was out. Sampaul's crash cost Anish the win as he was handed a time penalty of 30 seconds which pushed him down to 14th place. The final results saw Anfal, Allwin, and Raj occupy the podium spots.

Championship Standings

After an intense and dramatic second round, Allwin is leading the championship with a total of 32 points. He is followed by Anish in second place with 30 points and Anfal in third with a total of 22 points.

We wish all the riders the best as they prepare for the third round of the championship scheduled to take place in the first week of December.

RIGHT: Close racing for the top spot in Race Two

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

Rossi's 10 Greatest Victories

MotoGP Editor **Mat Oxley** chooses his personal top 10 from Valentino Rossi's 115 GP wins across three classes and 22 seasons (in reverse order). This is his opinion. What's yours?

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

10

2015: Qatar GP (Losail)

Ducati came out swinging in 2015 with their first Gigi Dall'Igna-designed Desmosedici which put Andrea Dovizioso on pole, while Jorge Lorenzo and teammate, Valentino, languished in sixth and eighth.

On Sunday, Vale pulled the rabbit from the hat. Dovizioso, Lorenzo, and Iannone led, with Vale closing fast. 'When I did a lap alone, a one 55.2, I said, "Wow, not so bad".'

After trading blows with Dovizioso, he inflicted the coup de grâce on the final lap to beat his fellow Italian by 0.174 seconds. 'That was one of the best races and one of the best battles,' he recalls with a grin. 'My bike was well balanced for the end, but I was close to crashing two or three times.'

Perhaps, he had been lucky: Lorenzo was with them until his helmet liner came adrift, obscuring his vision, while the reigning champion, Marc Márquez, spent the whole race fighting back from a first-corner excursion.

Valentino immediately knew the significance of Márquez's mistake. 'I saw him go wide. I knew it was a special moment… a good chance to win.'

09

2006: Italian GP (Mugello)

The 2006 MotoGP season was one of Valentino's worst at a time when the competition was getting stronger and stronger. When he arrived at Mugello in June, he had taken only one win from the first five races.

He chose the right place to come good again. He was on the front row for the first time all year and the race was another Mugello epic. Vale tried to make the break from the lead pack — Sete Gibernau, Marco Melandri, Nicky Hayden, and Loris Capirossi — but it did not work.

'At the start, I tried to push hard, but I nearly crashed, so I knew I couldn't get away and decided to wait.'

In the final stages, the fight was down to three men: Capirossi, Rossi, and Hayden. Valentino got ahead on the last lap to beat Capirossi's Ducati by half a second.

'I didn't know if I could win because I knew Capirossi would be my biggest enemy and our bikes were both on the same level. I think that was one of the most epic battles. In the end, I had more traction than Loris, so I could overtake him.' ▶

300V
FACTORY LINE
ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in
facebook.com/motulindia
MOTUL

08

2001: Japanese GP (Suzuka)

This was one of those moments in Rossi's career when all the planets aligned: not only did he score Honda's 500th GP, he did it at their home track and in the premier class.

By the end of 2000, Honda had achieved 497 grand prix victories since their first at the 1961 Spanish GP. Therefore, if Honda riders won all three races — 125-cc, 250-cc, and 500-cc — at the season-opening Japanese GP, the company would get to celebrate its historic achievement of 500 GP wins at the circuit created by Soichiro Honda in 1962.

Honda RS125R rider Masao Azuma won the first race of the day, then Daijiro Kato won the 250 race on an NSR250, so the pressure was on.

Valentino rose to the occasion perfectly. He made his characteristic steady start before pushing forward, until Max Biaggi ran him on to the dirt exiting the dangerous 190-km/h final turn. Briefly unnerved, Vale took another two laps before he angrily retook Biaggi, then took his left hand off the handlebar to give his rival the finger. It was a sublime moment, undoubtedly one of his finest.

'It was a Honda fantasy to win their 500th race on that day,' Vale recalls. 'It was incredible: we watched the other races on the television and I said, for sure Honda won't win the 125 race, but ****, Azuma won, then in 250 Kato won, so ****, I must win the 500 race!'

Vale took the lead from Garry McCoy at one-third distance. He took the chequered flag seven-tenths of a second in front of the Aussie, with fellow Yamaha rider, Biaggi, another two-tenths back.

GRAND PRIX
OF JAPAN
Suzuka 2001
Nastro Azzurro
HONDA
500

2001: British GP (Donington Park)

07

Some of Valentino's greatest victories followed huge crashes and this was one of them. On Friday afternoon, he was hurtling through the fearsome downhill Craner Curves when he lost the front at 200 km/h. It was a big crash and he was lucky to escape injury. Things did not get much better during qualifying, when he struggled for grip and ended up 11th, 1.3 seconds behind pole-sitter Biaggi.

His bitter rival led from the beginning, fully aware that this was a great chance to take a big bite out of Vale's world championship points lead. During the early laps, Rossi scrambled around mid-pack, then he started making magical forward progress — 11th on the first lap, he was up to third by lap 12 of 30, his NSR's lightening fuel load helping him to quicken the pace.

Just after half-distance, he took second from Alex Barros, which left only Biaggi ahead. He wasted no time, swooping past into the chicane and clearing off to beat his championship rival by 1.8 seconds.

'Maybe, this was my most exciting victory because I didn't think it was possible to win, so when I crossed the finish-line, it was the biggest emotion,' he said later.

06

2005: British GP (Donington Park)

This was MotoGP's demolition derby. Conditions were hellish, with heavy rain falling throughout. There were 21 starters and only 11 finishers.

Valentino was at his most otherworldly. He led briefly in the early stages, then ran wide, dropping to fourth, five seconds down, before gathering himself for an awesome comeback. He took the lead from Barros at three-quarters distance, then disappeared out front, gapping the Brazilian by two seconds a lap, then 2.5, then three, despite a massive highside that had him fully out of the seat. This victory left his rivals slack-jawed in admiration.

It was a symphony of a ride, so Rossi crossed the finish-line standing up, playing air violin. 'In fact, it was more like driving a boat than riding a motorcycle,' he joked later.

Teammate, Colin Edwards, finished fourth and was stunned when he examined Rossi's data.

'That guy was locking the front in the rain on a slippery track that was slicker than snot — every other corner he just had it locked,' said the American. 'I said to him, "Was your front locked?" and he said, "Oh, yeah, a couple of times pretty bad". Then I looked at the computer and it was like, a couple of times? Wow, it was every corner — this guy's crazy!'

300V
FACTORY LINE
ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in
facebook.com/motulindia
MOTUL

05

2015: British GP (Silverstone)

Rossi and Lorenzo went into this race equal on points at the top of the championship.

Lorenzo, winner of five races so far to Valentino's three, looked set to run away with the race after dominating practice and qualifying. He started from pole, while Vale started from 12th.

On Sunday, riders woke up to the pitter-patter of rain on their motorhome roofs — not good for Lorenzo, so Valentino grabbed his chance to better his title rival by risking everything on Silverstone's bumpy, puddled surface. Marc Márquez gave chase but fell trying to keep up.

Vale's hopes of an easy final few laps were dashed when Danilo Petrucci reduced his lead from 6.5 seconds to 1.6 seconds.

'After Márquez crashed, it started to rain more,' said Vale. 'My mistake was that I relaxed for one lap, because I thought I had more advantage. But this is MotoGP; you can never relax, so I had to push again.'

His defence — on badly worn rain tyres — was impressive. At the finish, he was three seconds ahead of Petrucci. Meanwhile, Lorenzo struggled to fourth with a misted visor, putting Vale 12 points ahead. ▶

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

04

2008: United States GP (Laguna Seca)

After two days of practice around the daunting Californian circuit, it was obvious to everyone that Ducati's Casey Stoner would win his fourth consecutive victory and further close the points gap on Rossi. Unless…

Valentino and his crew chief, Jeremy Burgess, made their plan after crucially improving grip in morning warm-up: JB told Vale to make sure Stoner never had a clear track to use all his speed; hence so many wild, aggressive overtakes, which were baulking moves rather than actual winning moves. But the moves won the race anyway, not without some controversy. Stoner was mad with Vale, but Vale did not care, because he had turned the championship tide.

'For me, every overtake was clear — we never touched,' he said. 'I was stronger in braking, so I always used this to my advantage. The race was fun, like old-style racing.'

Stoner toppled off while behind Vale, remounting to retain second place.

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

03

2009: Catalan GP (Catalunya)

Jorge Lorenzo became Valentino Rossi's teammate in 2008 and got faster and faster. Even Vale's crew wondered if their man was done. Catalunya proved he was not.

The pair swapped the lead early on, then Vale sat back to study his teammate's strengths and weaknesses. Would he leave his move to the final lap, leaving no chance for a counter-attack?

No. He moved ahead as the pair swept down the start-finish with three laps to go, but the next lap Lorenzo drafted back into the lead. Rossi immediately counter-attacked, only for the Spaniard to draft past once more at the beginning of the last lap. Vale attacked again and again, without success. Now there were three corners left and no obvious passing point. Into the last corner, where no one overtakes, he shifted down an extra gear and veered inside, stealing Lorenzo's line to win by 0.095 seconds.

This was Valentino at his most extraordinary, a magician who could magic victory from defeat. But, of course, it wasn't magic — he had had it all planned.

'I've dreamt of that overtake for a week!' he said. 'At the end of the race, I had the chance, so I tried and it was okay. I confirmed that I'm very strong in one-to-one battles, also that I'm good at overtaking! I'm so excited to win like this.' ▶

FIAT
46
99
agv
podoebal

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
MOTUL
www.motul.in
facebook.com/motulindia

02

2004: Africa GP (Welkom)

Motorcycle racers love proving doubters wrong and no one has done that quite as beautifully as did Valentino at Welkom in April 2004, just five months after he had quit Honda for Yamaha's embattled YZR-M1 project.

Rossi did not get to ride the M1 for the first time until late January, so no one, not even himself, expected him to win first time out on the bike, which had not won a single race in 2003.

And yet he led every practice session and took the best pole position of his life, a fraction of a second in front of Honda rivals, Sete Gibernau and Max Biaggi. 'This pole is worth 10 with Honda,' he beamed.

The moment the race started, it was obvious he was a new man, digging deeper than ever. There were none of the lackadaisical early laps that had been his trademark while riding Honda's RC211V, easily the best bike on the grid. Instead, he attacked immediately and rode cent per cent from lights out to chequered flag.

Only Gibernau and Biaggi went with him, both leading at times. Gibernau was the first to surrender, coming home a lonely third. That left the old rivals to a delicious duel. Biaggi's riding was at least as aggressive as Vale's and his RC211V was quicker than the M1. Time and again he flew past on the back straight, only for Vale to pounce on the brakes.

Biaggi managed to make it stick once, when he tried to make the break with six laps remaining. But Vale would not let him go and block-passed him three laps later. From there onwards, it was a flat-out sprint, Biaggi breaking the lap record on the last lap as he fought to get close enough for a final attack. He failed by two metres.

The victory sent Yamaha's MotoGP crew into paroxysms of delight; while Valentino parked his M1 on the slowdown lap and sat down to absorb what he had achieved. 'I screwed them all!' he wrote in *What If I Had Never Tried It?* 'The next day, I felt an enormous satisfaction because I had done what many people said couldn't be done. They said Honda is unbeatable but I beat them at my first try!'

The next YZR-M1, ridden by Norifumi Abe, finished in ninth place, 36 seconds down.

GO!!!!!!
YAMAHA
MOTUL
MICHELIN
46

46
GO!!!!!!
betandwin

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
MOTUL
www.motul.in facebook.com/motulindia

01 2003: Australian GP (Phillip Island)

This will always be rated as one of Valentino's most memorable races and one of his greatest victories — and I still think it is his greatest of all time.

For the second time during 2003, he was given a 10-second penalty for overtaking under yellow flags, but this time the punishment was delivered during the race. (Three months earlier at Donington Park, he had victory taken away from him after the race when he was given a 10-second penalty for a yellow-flag offence.) Vale was already leading when he saw his pit board informing him of the penalty, but this was in the days before boards carried any real info, so the message only confused him.

'When I first saw "minus ten" on my board, I didn't understand what it meant. Then the board told me "P8" and I said to myself, "Oh, Lord, what happened?" Like Donington, I never saw any yellow flags. Once I understood my board, I decided to fight very hard to beat the penalty. I had already won the championship, so there was nothing to lose. This was, maybe, the first time I rode a complete race at 100 per cent.'

That was quite a statement, but, perhaps, there was truth in it. Once Valentino understood the enormity of the task, his lap-times dropped by about a second. At the flag, he was 15 seconds ahead of Capirossi for a remarkable five-second win. BIKE

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

Lenovo
DUCATI
MotoGP 2021
CONSTRUCTORS' WORLD CHAMPION

A Ducati Sandwich

The Portuguese Grand Prix saw another world champion being crowned and an exciting MotoGP finish

Report: **Zal Cursetji**

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

ABOVE:
Ducati Lenovo boys celebrate their victory

MotoGP

We are in the closing stages of the 2021 MotoGP season with just two races to go. Portugal would have its own share of ups and downs and the new world champion, Fabio Quartararo of Monster Energy Yamaha MotoGP, would like to finish cementing his domination of 2021. However, mid-season race-winning bloomer, Francesco Bagnaia of Ducati Lenovo Team, would like his word to be taken seriously too (not that it hasn't).

The race started with four Ducatis making up the top five after qualifying. These were the two Ducati Lenovo Team riders, Bagnaia and Jack Miller, and the two Pramac Ducati boys, Johann Zarco and Jorge Martin. Sandwiched in between was last year's world champion, Joan Mir of team Suzuki Ecstar, who, though he continues to be a strong rider in this year's grid, needed his machine to make a few enhancements to keep up with the Yamahas and Ducatis. Suzuki have now introduced their own holeshot device that has given the team a better chance of starting strong in races. Couple that with their blistering corner speed and Mir seemed to have a good chance of victory in Portugal.

Quartararo would have a time worth forgetting with a poor qualifying session and a start well down the order. At the lights, it was the usual scenario with the Ducati's holeshot device being the strongest. However, as expected, Mir would have a strong start, too, keeping him in touching distance of the now marauding Ducati of Bagnaia.

As the race continued, Márquez was seen steadily making his way up the order. This was not the Repsol Honda but the LCR Honda Castrol bike of Alex Márquez, who made light work of most riders ahead of him. Alex continued this effort and finally finished in fourth place, just about missing out on a podium position. Fabio Quartararo would have an even more unfortunate race as he crashed out with three laps remaining, putting an abrupt end to the new world champion's race in Portugal.

The fight for the podium would be down to a race among two Ducatis and a Suzuki. Bagnaia would continue his dominance of the race by leading in Portugal and also taking another brilliant victory. The race for second would be closer between Ducati man, Jack Miller, and Joan Mir on the Suzuki. Mir has had a tough season with the Suzuki only sporting great corner speed but not much from the engine. Mir now had his sights set on the second spot and took the challenge to Miller. Joan Mir has been known for his very consistent and brilliant ability to save his tyres for the closing stages of races. This was apparent as the 2020 MotoGP World Champion would not falter while taking the second spot on the podium in Portugal. Miller would finish in third, thus rounding off the Portugal MotoGP podium.

This also meant that Ducati would win the 2021 MotoGP constructors' championship as their riders accumulated the highest number of points this year. Honestly, this would not be the most surprising thing as throughout the season, it was the Ducatis that have challenged the Yamaha of Quartararo the most with both the Ducati Lenovo Team and the Pramac racing boys finishing strongly in most of the outings. BIKE

BELOW:
Joan Mir Fighting for the win with Bagnaia

MotoGP Result

POS.	RIDER	TIMING
1	Francesco **BAGNAIA**	38'17.720
2	Joan **MIR**	+2.478
3	Jack **MILLER**	+6.402
4	Alex **MARQUEZ**	+6.453
5	Johann **ZARCO**	+7.882

300V
FACTORY LINE
ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in
facebook.com/motulindia
MOTUL

Moto2

Moto2 is different from MotoGP with the championship still up for grabs. This is a fight between the two teammates of Red Bull KTM Ajo, Remy Gardner and Raul Fernandez. Both the KTM riders have been experiencing their respective ups and downs all season but, on the whole, they have dominated the grid by a mile. The two riders would once again be at the front with Remy Gardner getting the better of Raul Fernandez, which puts him on the verge of the 2021 Moto2 world championship.

The battle for third would be between Aron Canet of QuleroCorredor Aspar Team and Sam Lowes on the Elf Marc VDS Racing Team bike. Sam Lowes was one of the favourites for this year's championship at the beginning of the season and, though he did have a few good races, he never really challenged the two Red Bull KTM Ajo boys. However, here in Portugal, Sam Lowes would take the final position on the podium with Aron Canet coming in fourth.

Moto2 Result

POS.	RIDER	TIMING
1	Remy **GARDNER**	39'36.275
2	Raul **FERNANDEZ**	+3.014
3	Sam **LOWES**	+3.899
4	Aron **CANET**	+7.616
5	Cameron **BEAUBIER**	+7.472

KTM
Moto3
WORLD
CHAMPION
2021
OSTA

Moto3 Result

POS.	RIDER	TIMING
1	Pedro **ACOSTA**	38'04.339
2	Andrea **MIGNO**	+0.354
3	Niccolò **ANTONELLI**	+0.880
4	Jeremy **ALCOBA**	+1.768
5	Izan **GUEVARA**	+1.839

Moto3

With two races to go, it was mathematically possible for Pedro Acosta on the Red Bull KTM Ajo machine to win his maiden world championship. The young star set the world ablaze with four podiums in the first four races. Three of those were wins. Acosta rode a stellar race in Portugal, fighting off challenge after challenge by championship rival Dennis Foggia of Leopard Racing. However, a silly move by Darren Binder on the Petronas Sprinta Racing bike had him crash out of the race, taking Foggia with him and ruining the rider's chance of a last showdown with Acosta.

The Rivacold Snipers Team rider, Andrea Migno, and the Avintia VR46 rider, Niccolò Antonelli, would end up fighting for second and third after the Binder-Foggia mishap. In the end, it was Migno who took second place with Antonelli coming in third. Pedro Acosta was also awarded the 2021 Moto3 world championship which he did deserve.

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

#indiabikeweek2021

04TH-05TH DECEMBER 2021
AAMBY VALLEY

India's most iconic biking weekend is back – in a special avatar!

GET READY TO UNLEASH YOUR WILD!

The homecoming of passion and excitement. Of zeal and adventure. Where the thrill of the road meets the love of the machine. A frenzy that will wash over an inimitable weekend of racing, riding and revelry.

This is a celebration of the wild – the asphalt, the metal, and the thrum of the engines. A celebration of our spirit and of our love for biking.

STUNTS | BIG TRIP SESSIONS | IBW FILM FESTIVAL
TRACK EXPERIENCES | MOTO ART COLLECTIVE
LAUNCHES & UNVEILS | BIKERS MART | DRAG RACE
COLLECTOR'S SHOWCASE | CLUB GAMES & PARADES

And lots more...

Book your tickets now: **www.indiabikeweek.in**

LIMITED CAPACITY.

A safe sanctuary for the riding community:
Mandatory Co-Win Vaccination Certificate,
or RT-PCR Certificate required for admission.

For stay packages and ride packages visit
www.kogotrips.com to know more.

INDIA BIKE WEEK
THE SPECIAL EDITION

LUBRICANT PARTNER
PETRONAS Sprinta

MANUFACTURER PARTNER
HONDA | HARLEY DAVIDSON | Hero

MIX IN WITH
JAMESON
TASTEFULLY IRISH

BEER PARTNER
Budweiser 0.0

RADIO PARTNER
ISHQ 104.8 FM

TRIP PARTNER
KOGO

BIKE MAGAZINE PARTNER
BIKE

PROMOTED BY
70 EVENT MEDIA GROUP

2021 FIM MotoGP™ WORLD CHAN

300V
FACTORY LINE
ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in
facebook.com/motulindia
MOTUL

The Finale

The last race of the season was all about congratulations and farewell. Here is how it went

Report: **Zal Cursetji**

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

MotoGP

Valencia, venue of the last race in the MotoGP calendar, would be an emotional one for fans of the sport. Valencia 2021 would see the last race of the legend that is Valentino Rossi. The number 46 would finally be hanging up his boots, bringing to an end his illustrious careers which can hardly be described in words. Fans of this brilliant sport knew this day would come and a surreal moment it sure was. Valentino Rossi raced in his last MotoGP and even with a 10th-place finish, the roar could be heard the world over. We would like to thank Rossi for the rider he was and the person he has been for the sport. *Grazie, Vale!*

The race would have Francesco Bagnaia of Ducati Lenovo Team continue his brilliant form by rocketing into a commanding lead at the start. Bagnaia was followed by two more Ducatis ridden by teammate, Jack Miller, and Pramac Racing rider, Jorge Martin. In the initial stages, Miller and Bagnaia battled it out with Jorge Martin making himself felt in the middle stages.

Martin has been the rookie star this season along with Avintia Esponsorama rookie rider, Enea Bastianini. The Pramac Racing rider would start to hamper Miller's chances and was soon past the Australian, riding into second place and challenging for the win with Bagnaia. Meanwhile, behind the Ducati trio was last year's world champion, Team Suzuki Ecstar rider, Joan Mir, who did seem quite quick for a part of the race. However, even with the faster corner speed of the Suzuki, the Ducatis would not be caught and Mir would finish in fourth place.

The victory would go to Bagnaia with Jorge Martin coming in a close second and Miller taking the final place on the podium. A Ducati one-two-three has not been seen in MotoGP for a very long time and with this victory, the constructors' champions were on cloud nine. It must also be said that back down the grid in 10th place, Valentino Rossi was wrapping up lap-times which were similar to the race winning trio's, thus showing how fast "The Doctor" still is.

Post the race, all the riders of the grid slowed down and assembled as a group at the Rossi fan-club stand where they awaited the legend to give him a fitting farewell. The stands, too, were full of former stars and celebrities paying homage to the Italian legend. Once again, *Grazie*, Vale; congratulations, Ducati; and congratulations to our new 2021 MotoGP World Champion, Fabio Quartararo.

MotoGP Result

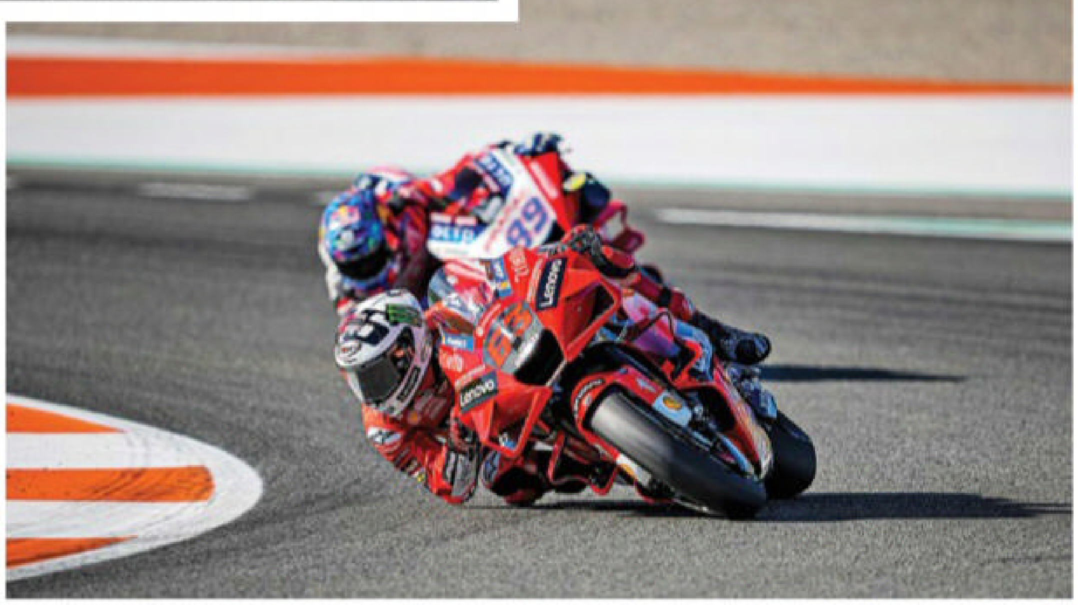
POS.	RIDER	TIMING
1	Francesco **BAGNAIA**	41'15.481
2	Jorge **MARTIN**	+0.489
3	Jack **MILLER**	+0.823
4	Joan **MIR**	+5.214
5	Fabio **QUARTARARO**	+5.439

ABOVE: A Ducati one-two-three has not been seen in a very long time

BELOW: Fabio paying homage to his idol, Valentino Rossi

MotoGP **Championship Standings**

POS.	RIDER	BIKE	PTS.
1	Fabio **QUARTARARO**	Yamaha	**278**
2	Francesco **BAGNAIA**	Ducati	**252**
3	Joan **MIR**	Suzuki	**208**
4	Jack **MILLER**	Ducati	**181**
5	Johann **ZARCO**	Ducati	**173**
6	Brad **BINDER**	KTM	**151**
7	Marc **MARQUEZ**	Honda	**142**
8	Aleix **ESPARGARO**	Aprilia	**120**
9	Jorge **MARTIN**	Ducati	**111**
10	Maverick **VIÑALES**	Aprilia	**106**



300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL

Moto2
WORLD CHAMPION
2021
GARDNER
2021 WORLD CHAMPION
DUNLOP
Remy Gardner
WORLD CHAMPION
2021

Moto2

The Moto2 season was finally won by Australian Remy Gardner of Red Bull KTM Ajo, with his teammate, Raul Fernandez, coming in second. At Valencia, it was Fernandez who emerged victorious, giving a huge boost to the Moto2 newcomer. In second place in Valencia was Fabio Di Giannantonio of Federal Oil Gresini Moto2 who has also been riding a stunning season.

Third place was a fight between Elf Marc VDS Racing Team rider, Augusto Fernandez, and Sky Racing Team VR46 rider, Celestino Vietti. However, during the closing stages of the race, it was Augusto who got away and made his way up to the front two, also taking the final position on the podium.

Moto2 **Championship Standings**

POS.	RIDER	BIKE	PTS.
1	Remy **GARDNER**	Kalex	**311**
2	Raul **FERNANDEZ**	Kalex	**307**
3	Marco **BEZZECCHI**	Kalex	**214**
4	Sam **LOWES**	Kalex	**190**
5	Augusto **FERNANDEZ**	Kalex	**174**

Moto2 Result

POS.	RIDER	TIMING
1	Raul **FERNANDEZ**	25’38.612
2	Fabio DI **GIANNANTONIO**	+0.517
3	Augusto **FERNANDEZ**	+0.786
4	Celestino **VIETTI**	+2.393
5	Aron **CANET**	+4.978

Moto3

The 2021 Moto3 world champion, Pedro Acosta of Red Bull KTM Ajo, would crash out on the last lap at Valencia. The win would go to Leopard Racing’s Xavier Artigas, who has found a few moments of great form this season. His teammate, Dennis Foggia, was the real competitor to the title this year until his unfortunate crash in the last race.

The remaining podium positions would be Sergio Garcia of Valresa Gasgas Aspar Team, who came in second, and Pedro Acosta’s teammate, Jaume Masia, in third. The Moto3 season has been a very exciting one as it always is and we can be sure the story will remain the same in the New Year.

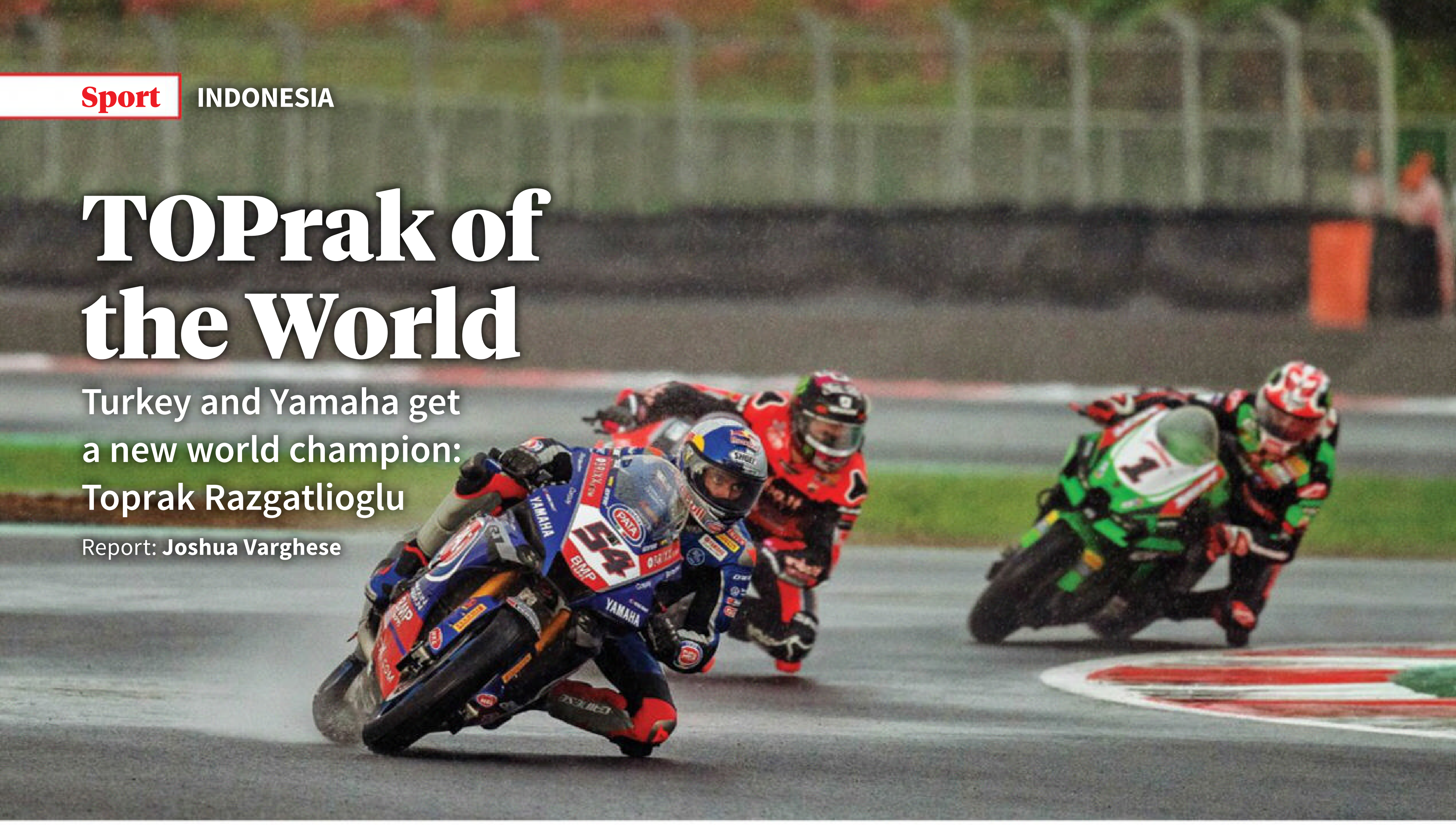
Moto3 Result

POS.	RIDER	TIMING
1	Xavier **ARTIGAS**	38’30.302
2	Sergio **GARCIA**	+0.043
3	Jaume **MASIA**	+0.232
4	Filip **SALAC**	+0.443
5	Deniz **ÖNCÜ**	+0.540

Moto3 **Championship Standings**

POS.	RIDER	BIKE	PTS.
1	Pedro **ACOSTA**	KTM	**259**
2	Dennis **FOGGIA**	Honda	**216**
3	Sergio **GARCIA**	GASGAS	**188**
4	Jaume **MASIA**	KTM	**171**
5	Romano **FENATI**	Husqvarna	**160**

300V
FACTORY LINE
ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in facebook.com/motulindia
MOTUL



TOPrak of the World

Turkey and Yamaha get a new world champion: Toprak Razgatlioglu

Report: **Joshua Varghese**

THE 2021 WSBK CHAMPIONSHIP fight boiled down to an exciting final round at the Pertamina Mandalika International Street Circuit in Indonesia. Although the weather tried to cool things down with a few spells of rain, the racers were out on the circuit to claim their grid positions. The championship leader, Toprak Razgatlioglu (Pata Yamaha with Brixx WorldSBK), took pole position ahead of Jonathan Rea (Kawasaki Racing Team WorldSBK) and Scott Redding (Aruba.it Racing – Ducati).

Inclement weather meant that race one had to be postponed to Sunday and the fans were back in the stands to witness the showdown between the two championship contenders. Despite the wet conditions, all racers started the race on slick tyres. Razgatlioglu dropped down the order initially, but fought back to lead the race by the third lap. Axel Bassani (Motocorsa Racing) also had a short stint leading the pack, but Rea and Razgatlioglu passed him after a while. Then it was a scrap between the duo at the front as they exchanged places a few times. This allowed Redding to join the battle as well and a mistake caused Razgatlioglu to run wide, losing two places to Rea and Redding.

Razgatlioglu's effort to make up lost time was aided by the fight at the front between Rea and Redding and once he caught up, he made the crucial overtake to place himself in second place. He retained that spot and sealed the world championship title for 2021 while Rea finished in first place and Redding in third. The Turkish star is Yamaha's first champion since 2009 when Ben Spies took the title and he has also brought to an end Rea's dominance as the world champion.

With the celebration for the new world champion still in full swing, the racers returned to the grid for the final race of the year. The second race was shortened due to rain but that only added to the drama. The new 12-lap race was led by Razgatlioglu from the beginning and he had four more riders for company to battle it out for the top spot, but soon it was obvious that the men to watch were Rea and Redding. The duo rocketed to the front of the pack and exchanged places frequently as they engaged in a fierce fight for victory. In the end, it was Rea who took the top spot ahead of the Ducati man. Michael van der Mark (BMW Motorrad WorldSBK Team) finished in third place.

1
2021
WORLD CHAMPION

Razgatlioglu finished the race in fourth place and the season with an impressive 564 points. He is also the new lap record holder at the Indonesian circuit with a lap-time of 1'34.288 that he had set during the first race.

300V FACTORY LINE ROAD RACING
100% SYNTHETIC
ESTER Core® Technology
www.motul.in
facebook.com/motulindia
MOTUL

INDIA'S NO. 1 TWO WHEELER MAGAZINE, BY FAR!
₹ 100
BIKE
INDIA
VOLUME 17 ISSUE 01 AUGUST 2021 WWW.BIKEINDIA.IN
EXCLUSIVE RIDE
DUCATI PANIGALE V4 SP Menacing but friendly
EXCLUSIVE INDIA TEST Triumph Speed Triple 1200 RS
TESTED TVS iQube Yamaha FZ-X Aprilia SXR 125 Bajaj Pulsar NS125
RIDDEN KTM 890 Adventure
INTERVIEW Kerman Framna
TECH FEATURE Hero Glamour Xtec &
TESTED: Suzuki Hayabusa
16
DECEMBER 2021
SPECIAL POSTER VALENTINO ROSSI

Why would you subscribe to *Bike India*? Here are 4 Really Good Reasons!

1 DELIVERED FREE TO YOUR DOOR

2 SAVE UP TO 36% ON COVER PRICE

3 NEVER MISS AN ISSUE AGAIN

4 AND MOST IMPORTANT OF ALL, A SERIOUSLY GOOD QUALITY MAGAZINE...

THREE EASY WAYS TO SUBSCRIBE

1 Online ▼

Visit at
http://secure.nextgenpublishing.in/

2 Call ▼

+91 93215 46598

3

Next Gen Publishing Pvt Ltd.,
608, 6th Floor, C Wing, Trade World, Kamala
Mill Compound, Senapati Bapat Marg,
Lower Parel West, Mumbai-400013, India.

TO SUBSCRIBE

☐ **Pay ₹ 2,300 for 3 years subscription**
and save ₹ 1300 on the cover price

☐ **Pay ₹ 900 for 1 year subscription**
and save ₹ 300 on the cover price

☐ **International rate - for 1 year subscription $ 135 by air mail post**

YOUR DETAILS **(ALL DETAILS IN CAPITAL LETTERS)**

Name: Mr/Ms ....

Occupation .... Date of birth ....

Address ....

....

City .... State .... Pincode ....

Email ....

Phone (Off) .... Mobile .... Phone (Off) ....

Kindly draw the Cheque/DD/PO in favor of NEXT GEN PUBLISHING PVT LTD. (Please add Rs. 20/- extra for outstation cheque)

Please Find enclosed Cheque/DD no. .... Dated ....

Bank .... Branch ....

Or please charge my credit card ☐ Visa ☐ MasterCard Card No. .... Card expiry date ....

Name (as appears on card) .... Date.. Signature ....

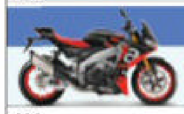
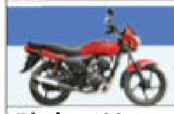
Please complete the order form and mail it to us at Next Gen Publishing Pvt Ltd., 608, 6th Floor, C Wing, Trade World, Kamala Mill Compound, Senapati Bapat Marg, Lower Parel West, Mumbai-400013, India.
For clarifications, email: subscriptions@nextgenpublishing.net or **call +91 93215 46598**

TERMS AND CONDITIONS: Please allow 4-5 weeks for processing of your subscription. Copies will be sent by ordinary post only. Next Gen Publishing will not be responsible for postal delay, transit loses or mutilation of copies. No cancellation of subscriptions will be entertained after commencement of subscription. Please mention your name and address on the reverse of your DD/Cheque. All disputes are subject to the exclusive jurisdiction of courts in Mumbai only.

THE GOOD THE BAD & THE UGLY

LEGEND
ac: Air cooled
lc: Liquid cooled
I: In line
V: V layout
F: Flat
sc: Supercharged
A: Automatic
BO: By Order
(L): Limited

TWO-WHEELER BUYING GUIDE

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Bikes															
APRILIA www.aprilia.com															
660 **We Say:** Much loved supermoto back with a smaller yet potent engine. **Also See:** Ducati Hypermotard 939															
Tuono 660	13.09 lakh	659	I2/lc	100/10500	67/8500	6	183	NA	NA	15	NA	✓	✓	NA	NA
RS 660	13.39 lakh	659	I2/lc	95/8750	67/8500	6	183	NA	NA	15	NA	✓	✓	NA	NA
 **TUONO** **We Say:** Among the most exciting super nakeds on sale. **Also See:** Honda CB1000R, Kawasaki Z1000															
V4 1100 RR	20.66 lakh	1077	V4/lc	175/11000	120/9000	6	185	NA	NA	18.5	NA	✓	✓	NA	NA
V4 1100 Factory	NA	1077	V4/lc	175/11000	120/9000	6	184	NA	NA	18.5	NA	✓	✓	NA	NA
RSV4 **We Say:** NA. **Also See:** BMW S 1000 RR, Ducati Panigale, Honda CBR1000RR, Kawasaki Ninja ZX 10R, Yamaha YZF R1															
RSV4	23.69 lakh	999.6	V4/lc	201/13000	115/10500	6	180	NA	NA	18.5	NA	✓	✓	NA	NA
BAJAJ AUTO www.bajajauto.com															
CT 100 **We Say:** Affordable and frugal commuter. **Also See:** Hero HF Deluxe, Honda CD110 Dream, TVS Star City+															
CT 100	46,432	102	1/ac	7.9/7500	8.34/5500	4	115	NA	NA	10.5	NA	✓	CBS	NA	NA
CT 110	51,520	115.45	1/ac	8.6/7000	9.81/5000	4	118	NA	NA	10.5	NA	✓	CBS	NA	NA
CT 110X	55,494	115.45	1/ac	8.6/7000	9.81/5000	4	118	NA	NA	10.5	NA	✓	CBS	NA	NA
 **PLATINA** **We Say:** Comfortable and efficient everyday motorcycle. **Also See:** Hero Splendor, TVS Star City+, Yamaha Saluto															
Platina 100	55,546	102	1/ac	7.9/7500	8.34/5500	4	117.5	NA	NA	11	NA	✓	CBS	NA	NA
Platina 110 H-Gear	62,899	115.45	1/ac	8.6/7000	9.81/5000	5	122	NA	NA	11	NA	✓	CBS	NA	NA
AVENGER **We Say:** Powerful and torquey, great combo of style and value. Pillion seat could be more comfortable. **Also See:** Suzuki Intruder 150															
Street 160	94,893	160	1/ac	15/8500	13.7/7000	5	156	NA	NA	13	NA	✓	✓	NA	NA
Cruise 220	1.17 lakh	220	1/ac	19.03/8400	17.5/7000	5	159	NA	NA	13	NA	✓	✓	NA	NA

PULSAR DTS-I

We Say: Good fusion of performance, efficiency and looks, great value for money.
Also See: Honda CB Unicorn 160, Suzuki Gixxer, TVS Apache RTR

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Pulsar 125 Neon	75,494	124.4	1/ac	12/8500	11/6500	5	140	NA	NA	15	NA	✓	CBS	NA	NA
Pulsar 150 Twin Disc	1.01 lakh	149.5	1/ac	14/8500	13.25/6500	5	148	NA	NA	15	NA	✓	✓	NA	NA
Pulsar 180F Neon	1.10 lakh	178.6	1/ac	17.02/8500	14.22/6500	5	146	NA	NA	15	NA	✓	✓	NA	NA
Pulsar 220F	1.19 lakh	220	1/ac	20.4/8500	18.55/7000	5	160	NA	NA	15	NA	✓	✓	NA	NA

PULSAR NS

We Say: Value for money, a modern bike now with a 160 cc option.
Also See: Honda CB Hornet 160R, X Blade , KTM 200 Duke, Suzuki Gixxer, TVS Apache RTR 200 4V

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Pulsar NS 125	98,234	124.45	1/ac	11.8/8500	10.8/6500	5	140	NA	NA	11.5	NA	✓	✓	Aug 21	★★★★☆
Pulsar NS 160	1.06 lakh	160.3	1/ac	17.2/9000	14.6/7250	5	151	NA	NA	12	NA	✓	✓	NA	NA
Pulsar NS 200	1.25 lakh	199.5	1/lc	24.5/9750	18.5/8000	6	156	3.83	133	12	44.5	✓	✓	Aug 12	★★★★★

PULSAR RS

We Say: Good amount of kit at a fair price.
Also See: KTM RC 200

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Pulsar RS 200	1.63 lakh	199.5	1/lc	24.5/9750	18.7/8000	6	164	NA	NA	13	NA	✓	✓	NA	NA

PULSAR 250

We Say: Good amount of kit at a fair price.
Also See: Suzuki Gixxer, Yamaha FZ25

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Pulsar N250	1.38 lakh	249	1/ac	24.5/8750	21.5/6500	5	149	NA	NA	13	NA	✓	✓	NA	NA
Pulsar F250	1.40 lakh	249	1/ac	24.5/8750	21.5/6500	5	151	NA	NA	13	NA	✓	✓	NA	NA

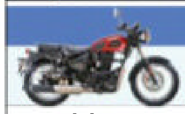
DOMINAR

We Say: The largest and most powerful Bajaj motorcycle yet.
Also See: KTM 390 Duke

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Dominar 250	1.60 lakh	248.77	1/lc	27/8500	23.5/6500	6	180	3.87	133.27	13	NA	✓	✓	Aug 20	★★★★½
Dominar 400	1.95 lakh	373.3	1/lc	40/8650	35/7000	6	184	NA	NA	13	NA	✓	✓	NA	NA

BENELLI india.benelli.com

IMPERIALE



We Say: An Italian contender in the single modern classic arena.
Also See: Honda H'Ness CB350, Jawa forty two, Royal Enfield Meteor 350

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Imperiale 400	1.99 lakh	374	1/ac	21/6000	29/3500	5	205	5.61	116.18	12	NA	✗	✓	Oct 20	★★★★☆

TNT 300

We Say: Extremely well balanced entry twin cylinder motorcycle.
Also See: KTM 390 Duke

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
TnT 300	NA	300	I2/lc	38/11500	26.5/10000	6	196	3.87	141.88	16	NA	✓	✓	May 19	★★★★½

LEONCINO

We Say: A good looking retro modern scrambler.
Also See: Royal Enfield 650 Twins

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Leoncino 250	NA	249	1/lc	25.8/9250	21/8000	6	NA	3.78	130.59	12.5	NA	✓	✓	Jan 20	★★★★☆
Leoncino 500	4.60	500	I2/lc	47.5/8500	46/6000	6	NA	NA	NA	13.5	NA	✓	✓	NA	NA

TRK

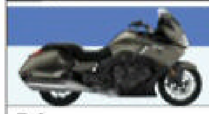
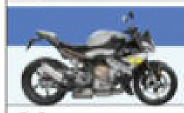
We Say: Currently the only option if you want a 500 cc adventure-tourer.
Also See: BMW G 310 GS, Kawasaki Versys-X 300

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
TRK 502	4.80	500	I2/lc	47.5/8500	46/6000	6	235	2.88	150.87	20	NA	✓	✓	Jul 19	★★★★½
TRK 502X	NA	500	I2/lc	47.5/8500	46/6000	6	NA	NA	NA	20	NA	✗	✓	NA	NA

POWER CRUISER

We Say: Currently the only option if you want a 500 cc power cruiser.
Also See: Kawasaki Vulcan 650

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
502C	4.98	500	I2/lc	47.5/8500	46/6000	6	216	NA	NA	21	NA	✓	✓	Sep 21	★★★★☆

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
BMW MOTORRAD www.bmw-motorrad.in															
 **TOUR** **We Say:** Among the most powerful and refined touring bikes available today. **Also See:** Kawasaki Ninja 1000, Honda GL1800 Gold Wing															
R 1200 RT	NA	1170	F2/lc	125/7750	125/6500	6	276	NA	NA	25	NA	✓	✓	NA	NA
R 1200 RT Pro	NA	1170	F2/lc	125/7750	125/6500	6	276	NA	NA	25	NA	✓	✓	NA	NA
R 1250 RT Pro	22.50 lakh	1254	F2/lc	136/7750	143/6250	6	279	NA	NA	25	NA	✓	✓	NA	NA
K 1600 B Pro	NA	1649	I6/lc	160/7750	175/5250	6	336	NA	NA	26.5	NA	✓	✓	NA	NA
K 1600 GTL Pro	NA	1649	I6/lc	160/7750	175/5250	6	350	NA	NA	26.5	NA	✓	✓	NA	NA
K 1600 B Grand America	NA	1649	I6/lc	160/7750	175/5250	6	336	NA	NA	26.5	NA	✓	✓	NA	NA
HERITAGE **We Say:** BMW going back to their roots in a modern way. **Also See:** Aprilia Tuono V4R, Kawasaki Z1000, Triumph ThruxtonR.															
R nineT Scrambler	NA	1170	F2/lc	110/7750	116/6000	6	220	NA	NA	17	NA	✓	✓	NA	NA
R nineT Racer	NA	1170	F2/lc	110/7750	116/6000	6	220	NA	NA	17	NA	✓	✓	NA	NA
R nineT	NA	1170	F2/lc	110/7750	116/6000	6	222	NA	NA	18	NA	✕	✓	NA	NA
R 18 **We Say:** Bavaria's cruiser offering to take on American iron. **Also See:** Harley Davidson Heritage Softail Classic, Indian Vintage															
R 18	19.90 lakh	1802	F2/lc	91/4750	158/3000	6	345	NA	NA	16	NA	✕	✓	NA	NA
ADVENTURE **We Say:** Arguably among the best all round motorcycles there are. **Also See:** KTM 390 Adventure (for G 310 GS), Aprilia Dorsoduro, Ducati Multistrada, Triumph Tiger															
G 310 GS	2.85 lakh	313	1/lc	34/9250	28/7500	6	175	NA	NA	11	NA	✓	✓	NA	NA
F 750 GS	NA	853	I2/lc	77/7500	83/6000	6	224	NA	NA	15	NA	✓	✓	NA	NA
F 750 GS Pro	NA	853	I2/lc	77/7500	83/6000	6	224	NA	NA	15	NA	✓	✓	NA	NA
F 850 GS	NA	853	I2/lc	90/8000	86/6250	6	229	NA	NA	15	NA	✕	✓	NA	NA
F 850 GS Pro	NA	853	I2/lc	90/8000	86/6250	6	229	NA	NA	15	NA	✕	✓	NA	NA
F 850 GS Adventure	NA	853	I2/lc	90/8000	86/6250	6	244	NA	NA	23	NA	✕	✓	NA	NA
F 900 XR	10.50 lakh	895	I2/lc	105/8500	92/6500	6	219	NA	NA	15.5	NA	✓	✓	NA	NA
F 900 XR Pro	11.50 lakh	895	I2/lc	105/8500	92/6500	6	NA	NA	NA	NA	NA	✓	✓	NA	NA
S 1000 XR Pro	20.90 lakh	999	I4/lc	165/11000	114/9250	6	228	NA	NA	20	NA	✓	✓	NA	NA
R 1250 GS	16.85 lakh	1254	F2/lc	136/7750	143/6250	6	249	NA	NA	20	NA	✕	✓	NA	NA
R 1250 GS Pro	20.05 lakh	1254	F2/lc	136/7750	143/6250	6	249	NA	NA	20	NA	✕	✓	NA	NA
R 1250 GS Adventure Pro	21.95 lakh	1254	F2/lc	136/7750	143/6250	6	268	NA	NA	30	NA	✕	✓	NA	NA
 **ROADSTER** **We Say:** Nimble, everyday bike with exceptional quality. **Also See:** KTM 390 Duke (for G 310 R), Aprilia Tuono V4R, Kawasaki Z1000															
G 310 R	2.45 lakh	313	1/lc	34/9250	28/7500	6	164	NA	NA	11	NA	✓	✓	NA	NA
F 900 R	9.90 lakh	895	I2/lc	105/8500	92/6500	6	211	NA	NA	13	NA	✓	✓	NA	NA
S 1000 R	NA	999	I4/lc	165/11000	114/9250	6	205	NA	NA	17.5	NA	✓	✓	NA	NA
S 1000 R Pro	NA	999	I4/lc	165/11000	114/9250	6	205	NA	NA	17.5	NA	✓	✓	NA	NA
R 1200 R	NA	1170	F2/lc	125/7750	125/6500	6	232	NA	NA	18	NA	✓	✓	NA	NA
R 1200 R Style	NA	1170	F2/lc	125/7750	125/6500	6	232	NA	NA	18	NA	✓	✓	NA	NA
R 1250 R	15.95 lakh	1254	F2/lc	136/7750	143/6250	6	239	NA	NA	18	NA	✓	✓	NA	NA
SPORT **We Say:** Great track tool. **Also See:** Aprilia RSV4, Ducati Panigale, Honda CBR1000RR, Kawasaki Ninja ZX 10R, Suzuki GSX R 1000, Yamaha YZF R1.															
S 1000 RR	18.50 lakh	999	I4/lc	207/13500	113/11000	6	197	NA	NA	16.5	NA	✓	✓	NA	NA
S 1000 RR Pro M Sport	22.95 lakh	999	I4/lc	207/13500	113/11000	6	193.5	NA	NA	16.5	NA	✓	✓	NA	NA
R 1200 RS	NA	1170	F2/lc	125/7750	125/6500	6	236	NA	NA	18	NA	✓	✓	NA	NA
R 1200 RS Dynamic+	NA	1170	F2/lc	125/7750	125/6500	6	236	NA	NA	18	NA	✓	✓	NA	NA
CFMOTO www.amwmotorcycles.com															
300 **We Say:** New entrant in the bustling performance single cylinder segment. **Also See:** BMW G 310 R, KTM 390 Duke															
300NK	2.29 lakh	292.4	1/lc	27.88/8720	25/7000	6	151	3.19	137.77	12.5	NA	✓	✓	Feb 20	★★★½☆
650 **We Say:** A trio of 650 alternatives to add **Also See:** Benelli TRK 502, Kawasaki Z650, Ninja 650															
650NK	4.29 lakh	649.3	I2/lc	56.44/8250	54.4/7000	6	206	NA	NA	17	NA	✓	✓	NA	NA
650MT	5.29 lakh	649.3	I2/lc	56.44/8250	54.4/7000	6	218	NA	NA	18	NA	✓	✓	NA	NA
650GT	5.59 lakh	649.3	I2/lc	56.44/8250	54.4/7000	6	226	NA	NA	19	NA	✓	✓	NA	NA

DUCATI www.ducati.com

SCRAMBLER

We Say: A fun and agile Ducati you can use everyday.
Also See: Indian FTR 1200 S, Kawasaki Z650, Triumph Street Scrambler

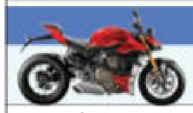
	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Icon	8.49 lakh	803	V2/ac	73/8250	67/5750	6	189	NA	NA	13.5	NA	✓	✓	NA	NA
Nightshift	9.80 lakh	803	V2/ac	73/8250	67/5750	6	196	NA	NA	13.5	NA	✓	✓	NA	NA
Desert Sled	10.89 lakh	803	V2/ac	73/8250	67/5750	6	209	NA	NA	13.5	NA	✗	✓	NA	NA
1100 Pro	11.95 lakh	1079	V2/ac	86/7500	88/4750	6	206	NA	NA	15	NA	✓	✓	NA	NA
1100 Sport Pro	13.74 lakh	1079	V2/ac	86/7500	88/4750	6	206	NA	NA	15	NA	✓	✓	NA	NA

MONSTER

We Say: Light and nimble, a good buy.
Also See: Aprilia Shiver, Kawasaki Z900, Z1000, Suzuki GSX S750, Triumph Street Triple, Yamaha MT-09

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Monster	10.99 lakh	937	V2/lc	111/9250	93/6500	6	188	NA	NA	14	NA	✓	✓	NA	NA

STREETFIGHTER



We Say: The naked motorcyle with that much liked V4 motor
Also See: BMW S1000R, Kawasaki Z H2

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Streetfighter V4	20.00 lakh	1103	V4/ac	208/13000	123/11500	6	201	NA	NA	16	NA	✓	✓	NA	NA
Streetfighter V4 S	23.00 lakh	1103	V4/ac	208/12750	123/9500	6	201	NA	NA	16	NA	✓	✓	NA	NA

HYPERMOTARD

We Say: A tall road bike with the handling of a supersport.
Also See: Aprilia Dorsoduro

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Hypermotard 950	11.99 lakh	937	V2/lc	114/9000	96/7250	6	178*	NA	NA	14.5	NA	✓	✓	NA	NA

MULTISTRADA

We Say: The motorcycle equivalent of a luxury SUV.
Also See: BMW R 1200 GS, Honda Africa Twin, Triumph Tiger

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
950 S	15.49 lakh	937	V2/lc	113/9000	96/7750	6	230	NA	NA	20	NA	✓	✓	NA	NA
1260	17.80 lakh	1262	V2/lc	158/9500	129.5/7500	6	232	NA	NA	20	NA	✓	✓	NA	NA
1260 S	19.60 lakh	1262	V2/lc	158/9500	129.5/7500	6	235	NA	NA	20	NA	✓	✓	NA	NA
1260 Pikes Peak	24.15 lakh	1262	V2/lc	158/9500	129.5/7500	6	232	NA	NA	20	NA	✓	✓	NA	NA
1260 Enduro	19.99 lakh	1262	V2/lc	158/9500	128/7500	6	254	NA	NA	30	NA	✗	✓	NA	NA
V4	23.10 lakh	1158	V4/lc	170/10500	125/8750	6	242	NA	NA	22	NA	✗	✓	NA	NA

DIAVEL

We Say: Looks big and heavy, but is light and nimble. Now with a 1,262 cc L-twin
Also See: Triumph Rocket 3 R

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Diavel 1260	17.70 lakh	1262	V2/lc	159/9500	129/7500	6	244	NA	NA	17	NA	✓	✓	NA	NA
Diavel 1260 S	19.25 lakh	1262	V2/lc	159/9500	129/7500	6	244	NA	NA	17	NA	✓	✓	NA	NA

XDIAVEL

We Say: Belt drive on a Ducati? This is the one you *can* call a cruiser.
Also See: Triumph Rocket 3 R

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
xDiavel	18.00 lakh	1262	V2/lc	152/9500	126/5000	6	247	NA	NA	18	NA	✓	✓	NA	NA
xDiavel S	NA	1262	V2/lc	152/9500	126/5000	6	247	NA	NA	18	NA	✓	✓	NA	NA

SUPERSPORT

We Say: A practical option below the Panigale at a more accessible price
Also See: Kawasaki Ninja 1000

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
SuperSport	13.00 lakh	937	V2/lc	110/9000	93/6500	6	210	NA	NA	16	NA	✓	✓	NA	NA
SuperSport S	14.00 lakh	937	V2/lc	110/9000	93/6500	6	210	NA	NA	16	NA	✓	✓	NA	NA

PANIGALE

We Say: Powerful track tool with a price tag to shame executive sedans.
Also See: Aprilia RSV4, BMW S 1000 RR, Kawasaki Ninja ZX 10R, Ninja H2, Suzuki GSX-R1000

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Panigale V2	16.99 lakh	955	V2/lc	155/10750	104/9000	6	200	NA	NA	17	NA	✓	✓	NA	NA
Panigale V4 S	26.50 lakh	1103	V4/lc	214/13000	124/10000	6	195	NA	NA	16	NA	✓	✓	NA	NA
Panigale V4 Speciale	51.80 lakh	1103	V4/lc	226/13750	133.6/11000	6	174*	NA	NA	NA	NA	✓	✓	NA	NA
Panigale V4 R	51.80 lakh	998	V4/lc	221/15250	112/11500	6	193	NA	NA	16	NA	✓	✓	NA	NA

HARLEY-DAVIDSON www.harley-davidson.com

PAN AMERICA

We Say: Brilliant all rounder, the first affordable cruiser with a Harley Davidson badge.
Also See: Kawasaki Vulcan S

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
1250	16.90 lakh	1252	V2/lc	152/8750	128/6750	6	245	NA	NA	21.2	NA	✓	✓	NA	NA
1250 Special	19.99 lakh	1252	V2/lc	152/8750	128/6750	6	258	NA	NA	21.2	NA	✓	✓	NA	NA

SPORTSTER

We Say: Value packed, classic and timeless looking motorycles that proudly boast of their heritage.
Also See: NA

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
XL883N Iron	10.11 lakh	883	V2/ac	NA	68/4750	5	256	NA	NA	12.5	NA	✓	✓	NA	NA
XL1200X Forty-Eight	11.75 lakh	1202	V2/ac	NA	96/3500	5	252	NA	NA	7.9	NA	✓	✓	NA	NA
Sportster S	15.00 lakh	1252	V2/ac	121/NA	125/6000	6	228	NA	NA	11.8	NA	✓	✓	NA	NA

* - Dry weight

SOFTAIL

We Say: Authentic and original to Harleys, one of their best selling lines ever!
Also See: Indian Scout, Chief

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Standard	15.25 lakh	1746	V2/ac	NA	144/3250	6	297	NA	NA	13.2	NA	✓	✓	NA	NA
Street Bob	15.99 lakh	1868	V2/ac	NA	155/3250	6	297	NA	NA	13.2	NA	✓	✓	NA	NA
Fat Bob	16.75 lakh	1868	V2/ac	NA	155/3500	6	306	NA	NA	13.6	NA	✓	✓	NA	NA
Fat Boy 114	20.90 lakh	1868	V2/ac	NA	155/3000	6	317	NA	NA	18.9	NA	✓	✓	NA	NA
Heritage Classic	21.49 lakh	1868	V2/ac	NA	155/3250	6	330	NA	NA	18.9	NA	✓	✓	NA	NA

TOURING

We Say: Long distance touring at its finest torquey, immensely comfortable and, of course, addictive!
Also See: Indian Chieftain, Moto Guzzi California.

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Electra Glide Standard	24.99 lakh	1746	V2/ac	86/5020	150/3250	6	372	NA	NA	22.7	NA	✓	✓	NA	NA
Road King	25.53 lakh	1746	V2/ac	86/5020	150/3250	6	375	NA	NA	22.7	NA	✓	✓	NA	NA
Street Glide Special	31.99 lakh	1868	V2/ac	NA	163/3000	6	375	NA	NA	22.7	NA	✓	✓	NA	NA
Road Glide Special	34.99 lakh	1868	V2/ac	NA	163/3000	6	387	NA	NA	22.7	NA	✓	✓	NA	NA

HERO MOTOCORP www.heromotocorp.com

HF DELUXE

We Say: All the Hero MotoCorp qualities at an affordable price.
Also See: Bajaj Platina , TVS Star City+

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
HF Deluxe	58,000	97.2	1/ac	8.02/8000	8.05/6000	4	112	9.39	91.11	9.6	NA	✓	CBS	Jan 07	★★★★☆

SPLENDOR

We Say: Perfect commuter if you can do with the looks.
Also See: Bajaj Platina , Honda CD110 Dream, TVS Sport

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Splendor+	63,860	97.2	1/ac	8/8000	8.05/6000	4	112	NA	NA	9.8	NA	✓	CBS	NA	NA
Splendor iSmart 110	67,900	113.2	1/ac	9.15/7500	9.89/5500	4	117	NA	NA	9.5	NA	✓	CBS	NA	NA

SUPER SPLENDOR

We Say: Splendor hops onto the 'executive' bandwagon.
Also See: Honda SP 125

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Super Splendor	71,650	124.7	1/ac	10.88/7500	10.6/6000	5	123	NA	NA	12	NA	✓	CBS	NA	NA

GLAMOUR

We Say: The Glamour actually looks much better than the Super Splendor. Worth the extra dough.
Also See: Bajaj Discover 125, Yamaha Saluto

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Glamour	73,250	124.7	1/ac	10.9/7500	10.6/6000	5	NA	7.37	96.72	10	NA	✓	CBS	Oct 20	★★★★☆

PASSION PRO

We Say: The Passion is back in a new avatar.
Also See: TVS Star City+

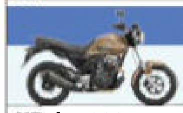
	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Passion Pro	67,940	113	1/ac	9.15/7500	9.79/5000	5	118	7.91	95.94	10	NA	✓	CBS	Nov 20	★★★★☆

XTREME

We Say: Built for the urban jungle but more usable than it lets on.
Also See: (for Xtreme 160R) Bajaj Pulsar NS 160, Suzuki Gixxer, TVS Apache RTR 160 4V (for Xtreme 200R) Bajaj Pulsar NS 200, TVS Apache RTR 200 4V

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Xtreme 160R	1.04 lakh	163	1/ac	15.23/8500	14/6500	5	139.5	6.18	111.00	12	NA	✓	✓	Sep 20	★★★★☆
Xtreme 200R	NA	199.6	1/ac	18.4/8000	17.1/6500	5	148	4.78	114.60	12.5	47	✓	✓	Dec 18	★★★★☆
Xtreme 200S	1.16 lakh	199.6	1/ac	18.08/8500	16.45/6500	5	154.5	NA	NA	12.8	NA	✓	✓	NA	NA

XPULSE



We Say: The Impulse's successor is here; off road ready with an optional Rally Kit.
Also See: No other options

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
XPulse 200T	TBA	199.6	1/ac	18.08/8500	16.45/6500	5	NA	NA	NA	13	NA	✓	✓	NA	NA
XPulse 200	1.12 lakh	199.6	1/ac	17.8/8500	16.45/6500	5	157	5.07	116.53	13	NA	✗	✓	Sep 20	★★★★☆
XPulse 200 4V	1.28 lakh	199.6	1/ac	19.1/8500	17.30/6500	5	158	NA	NA	13	NA	✗	✓	NA	NA

HONDA www.honda2wheelersindia.com

CD110 DREAM

We Say: Reliable, refined, bare bones commuter..
Also See: TVS Star City+, Yamaha Saluto RX

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
CD110 Dream DX	65,505	109.51	1/ac	8.8/7500	9.3/5500	4	112	NA	NA	9.1	NA	✓	CBS	NA	NA

DREAM NEO

We Say: One of the most fuel efficient bikes in the country.
Also See: TVS Star City+

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Dream Neo	NA	109.2	1/ac	8.4/7500	9.09/5000	4	105	7.82	96.5	8	72.5	✓	✗	Aug 13	★★★★½

DREAM YUGA

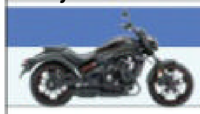
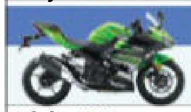
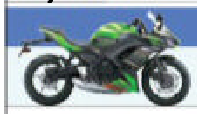
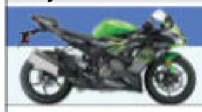
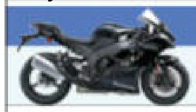
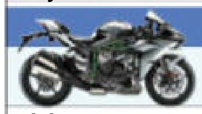
We Say: One of the most fuel efficient bikes in the country.
Also See: TVS Star City+, Yamaha Saluto RX

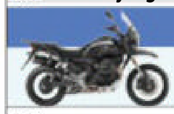
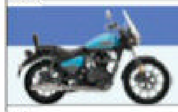
	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Dream Yuga CBS	NA	109.2	1/ac	8.4/7500	9.09/5000	4	108	7.82	96.53	8	72	✓	CBS	Aug 12	★★★★½

* - Dry weight

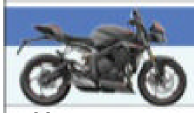
	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
LIVO **We Say:** Good styling and performance always welcome in the commuter segment. **Also See:** TVS Star City+, Yamaha Saluto RX															
Livo	70,056	109.51	1/ac	8.8/7500	9.3/5500	4	115	8.16	92.7	8.5	70.25	✓	✗	NA	NA
SP **We Say:** A BS VI ready motorcycle that is apt for the daily commute. **Also See:** Hero Glamour, Yamaha Saluto															
SP 125	77,100	124.7	1/ac	10.9/7500	10.9/6000	5	118	NA	NA	11	NA	✓	CBS	NA	NA
CB UNICORN **We Say:** Among the smoothest mills around. Great ride handling combo. Available with a choice of motors. **Also See:** Bajaj Pulsar 150, TVS Apache RTR160															
CB Unicorn	93,593	162.7	1/ac	12.9/7500	14/5500	5	140	NA	NA	13	NA	✓	✓	NA	NA
X-BLADE **We Say:** Smooth 160 cc motor in an even sharper guise. **Also See:** Bajaj Pulsar 150, NS 160, Suzuki Gixxer, TVS Apache RTR 160															
X Blade	1.11 lakh	162.71	1/ac	13.9/8000	14.7/5500	5	144	NA	NA	12	NA	✓	✓	NA	NA
HORNET 2.0 **We Say:** Desirable name tag and muscular design make it a perfect all rounder for the young. **Also See:** Bajaj Pulsar 180, TVS Apache RTR 180															
Hornet 2.0	1.28 lakh	184.40	1/ac	17.27/8500	16.1/6000	5	142	NA	NA	12	NA	✓	✓	NA	NA
CB350 **We Say:** Finely aged wine in a retro modern bottle. **Also See:** Benelli Imperiale 400, Jawa, Royal Enfield Meteor 350.															
H'ness CB350	1.90 lakh	348.36	1/ac	21.07/5500	30/3000	5	181	NA	NA	15	NA	✗	✓	NA	NA
CB350RS	1.96 lakh	348.36	1/ac	21.07/5500	30/3000	5	179	NA	NA	15	NA	✗	✓	NA	NA
CB300R **We Say:** A modern, compact street bike that packs a punch. **Also See:** BMW G 310 R, KTM 250/390 Duke															
CB300R	NA	286.01	1/lc	30.46/8000	27.4/6500	6	147	3.09	138.29	10	NA	✓	✓	Jul 19	★★★★☆
CB X **We Say:** Honda's adventure tourer in two sizes **Also See:** Hero Impulse Kawasaki Versys															
CB200X	1.45 lakh	184.40	1/ac	17/8500	16.1/6500	5	147	NA	NA	12	NA	✓	✓	NA	NA
CB500X	6.87 lakh	471.03	I2/lc	47.6/8500	43.2/6500	6	199	NA	NA	17.7	NA	✓	✓	NA	NA
CBR650R **We Say:** The four cylinder sport tourer, now sportier and more powerful **Also See:** Kawasaki Ninja 650															
CBR650R	NA	648.72	I4/lc	88.4/11500	60.1/8000	6	210	NA	NA	15.4	NA	✓	✓	NA	NA
CRF1100L AFRICA TWIN **We Say:** Honda's much awaited adventure bike **Also See:** Ducati Multistrada, Triumph Tiger															
Adventure Sports	15.35 lakh	1084	I2/lc	102/7500	105/6250	6	238	NA	NA	24.8	NA	✗	✓	NA	NA
Adventure Sports DCT	16.10 lakh	1084	I2/lc	102/7500	105/6250	6A	238	NA	NA	24.8	NA	✗	✓	NA	NA
CB1000R **We Say:** Good blend of modern technology and retro design. **Also See:** Ducati Monster, Kawasaki Z1000															
CB1000R+	NA	998	I4/lc	145.5/10500	104/8250	6	213	NA	NA	16.2	NA	✓	✓	NA	NA
CBR1000RR **We Say:** Compact and refined.. **Also See:** BMW S1000 RR, Ducati Panigale, Kawasaki Ninja ZX 10R, Suzuki GSX R 1000, Yamaha YZF-R1															
CBR1000RR FireBlade	NA	999.8	I4/lc	192/13000	114/11000	6	196	NA	NA	16	NA	✓	✓	NA	NA
CBR1000RR FireBlade SP	NA	999.8	I4/lc	192/13000	116/11000	6	195	NA	NA	16	NA	✓	✓	NA	NA
GL1800 GOLD WING **We Say:** The most iconic grand tourer in the world. **Also See:** BMW K 1600 GTL															
Gold Wing	37.73 lakh	1833	F6/lc	126/5500	170/4500	6+R	385	NA	NA	21.1	NA	✓	✓	NA	NA
Gold Wing DCT	39.69 lakh	1833	F6/lc	126/5500	170/4500	7A+R	390	NA	NA	21.1	NA	✓	✓	NA	NA

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
HUSQVARNA www.husqvarna-motorcycles.com/in/															
SVARTPILEN **We Say:** The Husky that traverses both tarmac and trails. **Also See:** KTM 250 Duke, Suzuki Gixxer 250, Yamaha FZ25															
Svartpilen 250	1.84 lakh	248.8	1/lc	31.3/9000	24/7250	6	153*	3.73	134.66	9.5	NA	✓	✓	Sep 20	★★★★½
VITPILEN **We Say:** The Husky for tarmac only rides. **Also See:** KTM 250 Duke, Suzuki Gixxer 250, Yamaha FZ25															
Vitpilen 250	1.84 lakh	248.8	1/lc	31.3/9000	24/7250	6	152*	3.73	134.66	9.5	NA	✓	✓	Sep 20	★★★★½
INDIAN www.indianmotorcycle.com															
SCOUT **We Say:** Charismatic cruiser with more urgency than its bigger siblings. **Also See:** Harley Davidson Street Bob, Fat Bob															
Scout	NA	1133	V2/lc	95.2/NA	97/5600	6	254	NA	NA	12.5	NA	✓	✓	NA	NA
Scout Bobber	NA	1133	V2/lc	95.2/NA	97/5600	6	255	NA	NA	12.5	NA	✓	✓	NA	NA
FTR **We Say:** Flat track racer finally takes shape **Also See:** Ducati Scrambler 1100															
FTR Rally	NA	1203	V2/lc	123/8250	120/6000	5	230	NA	NA	13	NA	✓	✓	NA	NA
FTR S	NA	1203	V2/lc	123/8250	120/6000	5	233	NA	NA	13	NA	✓	✓	NA	NA
FTR R Carbon	NA	1203	V2/lc	123/8250	120/6000	5	240	NA	NA	13	NA	✓	✓	NA	NA
CRUISER/BAGGER **We Say:** The first, no nonsense steps to an iconic motorcycle. **Also See:** Harley Davidson Softail/Touring, Moto Guzzi California															
Chief Dark Horse	NA	1890	V2/ac	NA	162/3200	6	304	NA	NA	15.1	NA	✓	✓	NA	NA
Chief Bobber Dark Horse	NA	1890	V2/ac	NA	162/3200	6	315	NA	NA	15.1	NA	✕	✓	NA	NA
Super Chief Limited	NA	1890	V2/ac	NA	162/3200	6	335	NA	NA	15.1	NA	✓	✓	NA	NA
Vintage	NA	1890	V2/ac	NA	171/3000	6	377	NA	NA	20.8	NA	✕	✓	NA	NA
Springfield	NA	1890	V2/ac	NA	171/3000	6	376	NA	NA	20.8	NA	✓	✓	NA	NA
Springfield Dark Horse	NA	1890	V2/ac	NA	171/3000	6	355	NA	NA	20.8	NA	✓	✓	NA	NA
Chieftain Dark Horse	NA	1890	V2/ac	NA	171/3000	6	373	NA	NA	20.8	NA	✓	✓	NA	NA
Chieftain Limited	NA	1890	V2/ac	NA	171/3000	6	373	NA	NA	20.8	NA	✓	✓	NA	NA
Challenger Limited	NA	1768	V2/ac	122/5500	178/3800	6	377	NA	NA	22.7	NA	✓	✓	NA	NA
Challenger Dark Horse	NA	1768	V2/ac	122/5500	178/3800	6	377	NA	NA	22.7	NA	✓	✓	NA	NA
TOURING **We Say:** The fully loaded luxury tourer. **Also See:** BMW K 1600 GTL, Harley Davidson Street Glide Special, CVO Limited, Honda GL1800 Gold Wing															
Roadmaster Dark Horse	NA	1890	V2/ac	NA	171/3000	6	403	NA	NA	20.8	NA	✓	✓	NA	NA
Roadmaster Limited	NA	1890	V2/ac	NA	171/3000	6	403	NA	NA	20.8	NA	✓	✓	NA	NA
Roadmaster	NA	1890	V2/ac	NA	171/3000	6	412	NA	NA	20.8	NA	✓	✓	NA	NA
JAWA www.jawamotorcycles.com															
JAWA **We Say:** Jawa are back with modern engineering under a classic silhouette. **Also See:** Benelli Imperiale 400, Royal Enfield Classic 350.															
forty two	1.69 lakh	293	1/lc	27/NA	28/NA	6	170	4.53	124.78	14	NA	✕	✓	Jan 20	★★★★☆
Jawa	1.82 lakh	293	1/lc	27/NA	28/NA	6	170	NA	NA	14	NA	✕	✓	NA	NA
Perak	1.97 lakh	334	1/lc	30.6/NA	32.7/NA	6	175	NA	NA	14	NA	✕	✓	NA	NA
KAWASAKI www.kawasaki-india.com															
Z650 **We Say:** Versatile street bike. **Also See:** Benelli TnT 600i															
Z650	6.24 lakh	649	I2/lc	68/8000	64/6700	6	191	NA	NA	15	NA	✓	✓	NA	NA
Z900 **We Say:** Aggressively styled streetbike at a hard to resist price. **Also See:** Ducati Monster 821, Triumph Street Triple, Yamaha MT 09															
Z900	8.42 lakh	948	I4/lc	125/9500	98.6/7700	6	212	NA	NA	17	NA	✓	✓	NA	NA
W800 **We Say:** Kawasaki's take on a modern classic. **Also See:** Ducati Scrambler, Triumph Street Twin															
W800	7.26 lakh	773	I2/ac	52/6500	62.9/4800	6	224	NA	NA	15	NA	✕	✓	NA	NA

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
	Z RS **We Say:** Iconic exterior meets cutting edge underpinnings. **Also See:** BMW R nineT Racer, Triumph ThruxtonR														
Z650RS	6.65 lakh	649	I2/lc	68/8000	64/6700	6	192	NA	NA	12	NA	✓	✓	NA	NA
	Z H2 **We Say:** A supercharged naked beast. **Also See:** BMW S1000R, Aprilia Tuono, Ducati Streetfighter V4														
Z H2	21.90 lakh	998	I4 SC/LC	200	137	6	239	NA	NA	19	NA	✓	✓	NA	NA
Z H2 SE	25.90 lakh	998	I4 SC/LC	200	137	6	240	NA	NA	19	NA	✓	✓	NA	NA
	VERSYS **We Say:** A touring Kwacker for all road use. **Also See:** BMW F 750/850 GS, Ducati Multistrada, Suzuki V Strom, Triumph Tiger														
Versys-X 300	NA	296	I2/lc	40/11500	25.7/10000	6	184	2.98	147.13	17	NA	✗	✓	Jun 18	★★★★½
Versys 650	6.79 lakh	649	I2/lc	66/8500	61/7000	6	218	NA	NA	21	NA	✓	✓	NA	NA
Versys 1000	10.69 lakh	1043	I4/lc	120/9000	102/7500	6	255	NA	NA	21	NA	✓	✓	NA	NA
	**VULCAN** **We Say:** A stylish Japanese cruiser at a tempting price. **Also See:** Harley Davidson Street 750														
Vulcan S	5.79 lakh	649	I2/lc	61/7500	62.4/6600	6	235	NA	NA	14	NA	✓	✓	NA	NA
	NINJA 300 **We Say:** A true performance bike in India. **Also See:** KTM RC 390, Yamaha YZF-R3.														
Ninja 300	3.18 lakh	296	I2/lc	39/11000	27/10000	6	179	NA	NA	17	NA	✓	✓	NA	NA
	**NINJA 400** **We Say:** Good all rounder. **Also See:** KTM RC 390, Yamaha YZF-R3														
Ninja 400	NA	399	I2/lc	49/10000	38/8000	6	173	NA	NA	14	NA	✓	✓	NA	NA
	**NINJA 650** **We Say:** Most versatile motorcycle. **Also See:** Honda CBR650R														
Ninja 650	6.61 lakh	649	I2/lc	68/8000	64/6700	6	196	NA	NA	15	NA	✓	✓	NA	NA
	NINJA 1000 **We Say:** Smooth and comfortable mile muncher. **Also See:** Ducati SuperSport														
Ninja 1000 SX	10.79 lakh	1043	I4/lc	142/10000	111/8000	6	238	NA	NA	19	NA	✓	✓	NA	NA
	**NINJA ZX-6R** **We Say:** Four cylinder Japanese supersport finally arrives in India **Also See:** No direct rivals.														
Ninja ZX-6R	NA	636	I4/lc	130/13500	70.8/11000	6	196	NA	NA	17	NA	✓	✓	NA	NA
	**NINJA ZX-10R** **We Say:** One of the most rider friendly litre class superbike there is. **Also See:** Aprilia RSV4, Ducati Panigale, Honda CBR1000RR, Suzuki GSX R1000, Yamaha YZF-R1														
Ninja ZX-10R	NA	998	I4/lc	213/13500	114.9/11200	6	206	NA	NA	17	NA	✓	✓	NA	NA
Ninja ZX-10RR	NA	998	I4/lc	200/13000	113.5/11500	6	206	2.10	NA	17	NA	✓	✓	NA	NA
	**NINJA H2** **We Say:** The only supercharged big bikes on sale in India. **Also See:** BMW S 1000 RR, Ducati Panigale V4, Suzuki GSX R1000R, Yamaha YZF-R1M														
Ninja H2 SX	NA	998	I4 sc/lc	200/11000	137.3/9500	6	256	NA	NA	19	NA	✓	✓	NA	NA
Ninja H2 SX SE	NA	998	I4 sc/lc	200/11000	137.3/9500	6	260	NA	NA	19	NA	✓	✓	NA	NA
Ninja H2	NA	998	I4 sc/lc	231/11500	141.7/11000	6	238	NA	300 (L)	17	NA	✓	✓	NA	NA
Ninja H2 Carbon	NA	998	I4 sc/lc	231/11500	141.7/11000	6	238	NA	300 (L)	17	NA	✓	✓	NA	NA
Ninja H2R^ (^*track-only*)	NA	998	I4 sc/lc	310/14000	165/12500	6	216	NA	NA	17	NA	✓	✓	NA	NA
	NINJA ZX-14R **We Say:** Very refined performance and power delivery for a hyperbike. **Also See:** Suzuki Hayabusa														
Ninja ZX-14R	NA	1441	I4/lc	200/10000	158.2/7500	6	268	NA	300 (L)	22	NA	✓	✓	NA	NA

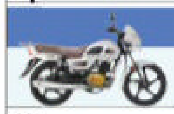
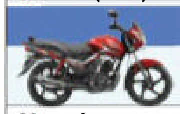
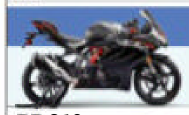
	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
KTM www.ktm.com/in															
DUKE **We Say:** A bike which loves to be ridden aggressively and features updated technology. **Also See:** Bajaj Pulsar NS 200, Benelli TnT 300, Honda CB300R															
125 Duke	1.38 lakh	124.71	1/lc	14.5/9250	12/8000	6	148	5.63	104.93	10.2	NA	✓	✓	Jan 19	★★★★½
200 Duke	1.73 lakh	199.5	1/lc	25/10000	19.2/8000	6	148	3.73	135	10.5	NA	✓	✓	NA	NA
250 Duke	2.09 lakh	248.8	1/lc	30/9000	24/7500	6	150*	2.97	140.8	13.4	NA	✓	✓	Apr 17	★★★★½
390 Duke	2.53 lakh	373.3	1/lc	43.5/9000	37/7000	6	163	NA	NA	13.4	NA	✓	✓	NA	NA
ADVENTURE **We Say:** The ADV we have all been waiting for. **Also See:** BMW G 310 GS, Royal Enfield Himalayan															
250 Adventure	2.48 lakh	248.8	1/lc	30/9000	24/7500	6	156	NA	NA	14.5	NA	✓	✓	NA	NA
390 Adventure	2.99 lakh	373.27	1/lc	43.5/9000	37/7000	6	177	2.94	153.81	14.5	NA	✓	✓	Jul 20	★★★★½
RC **We Say:** A serious track tool for learner and enthusiast alike. **Also See:** Bajaj Pulsar RS 200, Kawasaki Ninja 300, TVS Apache RR 310															
RC 125	1.82 lakh	124.7	1/lc	15/9250	12/8000	6	NA	NA	NA	NA	NA	✓	✓	NA	NA
RC 200	2.09 lakh	199.5	1/lc	25.8/10000	19.5/8000	6	160	NA	NA	13.7	NA	✓	✓	NA	NA
MAHINDRA 2 WHEELER www.mahindramojo.com															
MOJO **We Say:** A large capacity single that aims to work every day and everywhere. **Also See:** Bajaj Dominar 400, Royal Enfield Classic 350.															
Mojo	1.99 lakh	294.72	1/lc	25.7/7300	25.9/6000	6	186.2	NA	NA	21	NA	✓	✓	NA	NA
MOTO GUZZI www.motoguzzi.com															
V9 **We Say:** Modern day old school recreation, Italian style. **Also See:** Triumph Bonneville.															
Bobber	NA	853	V2	55/6250	62/3000	6	199	NA	NA	15	NA	✓	✓	NA	NA
Roamer	NA	853	V2	55/6250	62/3000	6	199	NA	NA	15	NA	✓	✓	NA	NA
CALIFORNIA **We Say:** Relaxed but quick long distance tourer that loves the open road. **Also See:** Harley Davidson Heritage Classic, Street Glide Special, Indian Chief Classic, Chieftain.															
1400 Audace	NA	1380	V2/ac	96/6500	121/3000	6	299	NA	NA	20.5	NA	✓	✓	NA	NA
1400 Touring SE	NA	1380	V2/ac	96/6500	120/2750	6	337	NA	NA	20.5	NA	✓	✓	NA	NA
1400 Eldorado	NA	1380	V2/ac	96/6500	120/2750	6	318	NA	NA	20.5	NA	✓	✓	NA	NA
MGX-21 Flying Fortress	NA	1380	V2/ac	96/6500	121/3000	6	341	NA	NA	20.5	NA	✓	✓	NA	NA
 **V85 TT** **We Say:** Adventure tourer by the Italian brand. **Also See:** Triumph Tiger, Ducati Scrambler Desert Sled															
V85 TT	15.4 lakh	853	V2/ac	76/7500	82/5000	6	230	NA	NA	23	NA	✓	✓	NA	NA
ROYAL ENFIELD www.royalenfield.com															
BULLET **We Say:** The subtle Enfield makes a come back with a UCE heart. **Also See:** No options, there are no alternatives to a Bullet but a Bullet itself!															
Bullet 350	1.22 lakh	346	1/ac	19.3/5250	28/4000	5	183	NA	NA	13.5	NA	✗	✗	NA	NA
Bullet 350 ES	1.37 lakh	346	1/ac	19.3/5250	28/4000	5	183	NA	NA	13.5	NA	✗	✓	NA	NA
CLASSIC 350 **We Say:** Royal Enfield fuses old world charm with modern retro lines. **Also See:** Honda CB350, Jawa and Jawa forty two, Benelli Imperiale 400															
Classic Redditch	1.84 lakh	349	1/ac	20.2/5250	27/4000	5	195	NA	110.93	13	NA	✗	✓	NA	NA
Classic Chrome	2.15 lakh	349	1/ac	20.2/5250	27/4000	5	195	NA	110.93	13	NA	✗	✓	NA	NA
 **METEOR** **We Say:** A very modern machine that still retains a retro appeal. **Also See:** Honda H'Ness CB350, Benelli Imperiale 400															
Meteor 350 Fireball	1.75 lakh	349	1/ac	20.2/6100	27/4000	5	NA	NA	NA	15	NA	✓	✓	NA	★★★★½
Meteor 350 Supernova	1.90 lakh	349	1/ac	20.2/6100	27/4000	5	NA	NA	NA	15	NA	✓	✓	NA	★★★★½
HIMALAYAN **We Say:** All new Royal Enfield motorcycle that is a credible adventure tourer and a genuine all rounder, now with fuel injection. **Also See:** No alternatives as yet															
Himalayan	2.01 lakh	411	1/ac	24.5/6500	32/4250	5	199	NA	NA	15	NA	✗	✓	Jul 20	★★★★½

* - Dry weight

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
INTERCEPTOR **We Say:** The most affordable and seriously credible twin you can buy today. **Also See:** No direct rivals.															
Standard	2.75 lakh	648	I2/ac	47/7150	52/5250	6	202	3.08	160.50	13.7	NA	✗	✓	Jan 19	★★★★⯪
Special	2.97 lakh	648	I2/ac	47/7150	52/5250	6	202	3.08	160.50	13.7	NA	✗	✓	Jan 19	★★★★⯪
CONTINENTAL GT **We Say:** If you want something a little sportier.. **Also See:** No direct rivals.															
Standard	2.91 lakh	648	I2/ac	47/7150	52/5250	6	198	NA	NA	12.5	NA	✗	✓	NA	NA
Special	3.13 lakh	648	I2/ac	47/7150	52/5250	6	198	NA	NA	12.5	NA	✗	✓	NA	NA
SUZUKI www.suzukimotorcycle.co.in															
GIXXER 150 **We Say:** Street sport bike which brings style, handling and efficiency together well. **Also See:** Bajaj Pulsar NS 160, Hero Xtreme 160R, Honda X Blade, TVS Apache RTR160, Yamaha FZ-S															
Gixxer	1.12 lakh	155	1/ac	13.6/8000	13.8/6000	5	141	6.02	112.47	12	47.75	✓	✓	Jun 18	★★★★⯪
Gixxer SF	1.22 lakh	155	1/ac	13.6/8000	13.8/6000	5	148	NA	NA	12	NA	✓	✓	NA	NA
GIXXER 250 **We Say:** Suzuki's first 250 cc challenger looks promising. **Also See:** Honda CBR250R, Yamaha Fazer 25, Yamaha FZ 25															
Gixxer 250	1.63 lakh	249	1/oc	26.5/9000	22.2/7300	6	156	3.71	137.53	12	NA	✓	✓	Jan 20	★★★★⯪
Gixxer SF 250	1.74 lakh	249	1/oc	26.5/9000	22.6/7300	6	161	3.56	137.53	12	NA	✓	✓	Nov 19	★★★★⯪
V-STROM **We Say:** Capable adventure tourer. **Also See:** Ducati Multistrada, Kawasaki Versys, Triumph Tiger															
V-Strom 650XT	8.84 lakh	645	V2/lc	71/8800	62/6500	6	216	NA	NA	20	NA	✗	✓	NA	NA
GSX-S **We Say:** GSX performance now for the street. **Also See:** Ducati Monster 797, SuperSport, Honda CB1000R, Kawasaki Z1000, Ninja 1000, Triumph Street Triple															
GSX-S750	NA	749	I4/lc	114.2/10500	81/9000	6	215	NA	NA	16	NA	✓	✓	NA	NA
HAYABUSA **We Say:** One of the world's fastest motorcycles, officially on sale in India. **Also See:** Kawasaki Ninja ZX-14R															
GSX-1300R	16.40 lakh	1340	I4/lc	190/9700	150/7000	6	264	NA	300 (L)	20	NA	✓	✓	NA	NA
INTRUDER **We Say:** Uniquely styled cruisers in their respective segments. **Also See:** Bajaj Avenger Street 160															
150	1.20 lakh	155	1/ac	13.6/8000	13.8/6000	5	152	5.16	116.45	11	47.75	✓	NA	Feb 18	★★★★⯪
TRIUMPH www.triumphmotorcycles.in															
BONNEVILLE **We Say:** Modern classic trying to re live the good old days. **Also See:** Harley Davidson Forty Eight, Moto Guzzi V9															
Street Twin	7.45 lakh	900	I2/lc	65/7500	80/3800	5	198*	NA	NA	12	NA	✓	✓	NA	NA
Street Scrambler	8.55 lakh	900	I2/lc	65/7500	80/3200	5	203*	NA	NA	12	NA	✗	✓	NA	NA
Bonneville T100	8.87 lakh	900	I2/lc	55/5900	80/3230	5	213*	NA	NA	14.5	NA	✗	✓	NA	NA
Speed Twin	10.99 lakh	1200	I2/lc	97/6750	112/4950	6	196*	NA	NA	14.5	NA	✓	✓	NA	NA
Bonneville T120	10.65 lakh	1200	I2/lc	80/6550	105/3100	6	224*	NA	NA	14.5	NA	✗	✓	NA	NA
Bonneville Bobber	10.28 lakh	1200	I2/lc	77/6100	106/4000	6	228*	NA	NA	9.1	NA	✗	✓	NA	NA
Scrambler 1200 XC	10.73 lakh	1200	I2/lc	90/7400	110/3950	6	205*	NA	NA	16	NA	✗	✓	NA	NA
Bonneville Speedmaster	11.35 lakh	1200	I2/lc	77/6100	106/4000	6	245.5*	NA	NA	12	NA	✗	✓	NA	NA
Bonneville Bobber	11.35 lakh	1200	I2/lc	77/6100	106/4000	6	NA	NA	NA	12	NA	✗	✓	NA	NA
THRUXTON **We Say:** Classic café racer with a twin cylinder heart to please that of the hard core enthusiast. **Also See:** BMW R nineT Racer, Kawasaki Z900RS															
ThruxtonR	12.16 lakh	1200	I2/lc	97/6750	112/4950	6	203*	NA	NA	16	NA	✗	✓	NA	NA
 **ROADSTER** **We Say:** Stripped down racers for the road. **Also See:** Benelli TnT 600i, Ducati Monster, Suzuki GSX S750, Yamaha MT 09, BMW S 1000 R (1200)															
Trident 660	6.95 lakh	660	I3/lc	81/10250	64/6250	6	189	NA	NA	14	NA	✓	✓	NA	NA
Street Triple R	9.15 lakh	765	I3/lc	118/12000	79/9350	6	168*	NA	NA	17.4	NA	✓	✓	NA	NA
Street Triple RS	11.35 lakh	765	I3/lc	123/11750	79/9350	6	166*	NA	NA	17.4	NA	✓	✓	NA	NA
Speed Triple 1200 RS	16.95 lakh	1160	I3/lc	180/10750	125/9000	6	198*	NA	NA	15.5	NA	✓	✓	NA	NA

* - Dry weight

* - Dry weight

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
TIGER															
We Say: Versatile and comfortable on off roader with a choice of displacements. **Also See:** BMW GS range, Ducati Multistrada															
Tiger 850 Sport	11.95 lakh	888	I3/lc	85/8500	82/6500	6	192*	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 GT	13.70 lakh	888	I3/lc	95.2/8750	87/7250	6	194*	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 Rally	14.35 lakh	888	I3/lc	95.2/8750	87/7250	6	196*	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 Rally Pro	15.50 lakh	888	I3/lc	95.2/8750	87/7250	6	201*	NA	NA	20	NA	✓	✓	NA	NA
1200 XCx	17 lakh	1215	I3/lc	141/9350	122/7600	6	248*	NA	NA	20	NA	✗	✓	NA	NA
ROCKET 3															
We Say: The largest engine on a production motorcycle makes sure it goes like its namesake. **Also See:** Ducati Diavel 1260 S															
Rocket 3	19.35 lakh	2458	I3/lc	167/6000	221/4000	6	291*	NA	NA	18	NA	✓	✓	NA	NA
TVS TVS www.tvsmotor.com															
SPORT															
We Say: Sportier style for your commute without being too heavy on the pocket. **Also See:** Bajaj Platina, Hero Splendor															
Sport	58,925	99.7	1/ac	7.5/7500	7.5/7500	4	108.5	8.01	92.77	10	NA	✓	✗	Oct 20	★★★★☆
 **RADEON**															
We Say: Eye catching commuter with a frugal and reliable mill. **Also See:** Hero Splendor, Honda CD110 Dream															
Radeon (Drum)	58,992	109.7	1/ac	8.4/7000	8.7/5000	4	112	8.45	86.68	10	NA	✓	CBS	Nov 18	★★★½☆
Radeon (Disc)	64,992	109.7	1/ac	8.4/7000	8.7/5000	4	112	NA	NA	10	NA	✓	CBS	NA	NA
 **STAR CITY+**															
We Say: Adds style to your commute without being too heavy on the pocket. **Also See:** Bajaj CT100, Hero HF Deluxe															
StaR City+	62,034	109.7	1/ac	8.2/7350	8.7/4500	4	116	7.68	90.8	10	67	✓	✗	Jul 14	★★★★☆
VICTOR															
We Say: Familiar name is back, now more powerful than ever. **Also See:** Honda Livo, Bajaj Discover															
Victor	NA	109.7	1/ac	9.6/7500	9.4/6000	4	112	NA	NA	8	NA	✓	✗	NA	NA
Victor (Disc)	NA	109.7	1/ac	9.6/7500	9.4/6000	4	112	7.01	103.4	8	61	✓	✗	May 16	★★★★½
RAIDER															
We Say: A new model from TVS which adds a bit more sportiness to the 125cc segment **Also See:** Honda Shine, Bajaj Pulsar 125															
Raider	NA	124.8	1/ac	11.4/7500	11.2/6000	5	123	NA	NA	10	NA	✓	✗	NA	NA
APACHE RTR															
We Say: Great looks, nimble traffic carver with power through the complete rev range. **Also See:** Bajaj Pulsar 180, NS 160, Honda X Blade, CB Hornet 160R, Suzuki Gixxer, Yamaha FZ S															
RTR 160	1.06 lakh	159.7	1/ac	15.53/8400	13.9/7000	5	140	5.04	118.7	16	50	✓	✓	Aug 07	★★★★½
RTR 160 4V	1.12 lakh	159.7	1/ac	17.63/7250	14.12/7250	5	147	4.86	117.7	12	NA	✓	✓	Jun 18	★★★★½
RTR 180	1.10 lakh	177.4	1/ac	16.62/8500	15.5/6500	5	139	NA	NA	16	NA	✓	✓	NA	NA
RTR 200 4V	1.34 lakh	197.75	1/ac	20.82/9000	16.8/7500	5	152	4.57	120.87	12	NA	✓	✓	Jul 20	★★★★☆
 **APACHE RR**															
We Say: One of the most versatile motorcycles we have ridden. Superb on the street and capable on the track. **Also See:** KTM RC 390															
RR 310	2.59 lakh	312.2	1/lc	34/9700	27.3/7700	6	174	3.23	152.29	11	NA	✓	✓	Aug 20	★★★★½
YAMAHA www.yamaha-motor-india.com															
SZ															
We Say: Commuter with a 150 cc heart and a 125 cc's price tag. **Also See:** Hero Achiever															
SZ-RR 2.0	NA	149	1/ac	12.1/7500	12.8/6000	5	134	NA	NA	14	55	✓	✗	NA	NA
FZ															
We Say: Great looking naked bike; has worked wonders for Yamaha in India. **Also See:** Honda CB Hornet 160R, Suzuki Gixxer, TVS Apache RTR160															
FZ-FI Version 3.0	99,200	149	1/ac	12.4/7250	13.6/5500	5	137	NA	NA	13	NA	✓	✓	NA	NA
FZ-S FI Version 3.0	1.03 lakh	149	1/ac	12.4/7250	13.6/5500	5	137	NA	NA	13	NA	✓	✓	NA	NA
FZ-X	1.17 lakh	149	1/ac	12.4/7250	13.3/5500	5	139	NA	NA	10	NA	✓	✓	NA	NA
YZF-R15															
We Say: Indian performance biking taken to the next level. **Also See:** Bajaj Pulsar RS 200, KTM RC 200															
YZF-R15 Version 4.0	1.68 lakh	155	1/lc	18.4/10000	14.2/7500	6	142	NA	NA	11	NA	✓	✓	NA	NA
YZF-R15M	1.78 lakh	155	1/lc	18.4/10000	14.2/7500	6	142	NA	NA	11	NA	✓	✓	NA	NA

* - Dry weight

FZ 25

We Say: More muscle for the one of the most popular muscle bike brand names around.
Also See: Bajaj Pulsar NS 200, RS 200, Suzuki Gixxer 250, TVS Apache RTR 200 4V

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
FZ 25	1.52 lakh	249	1/ac	20.8/8000	20.1/6000	5	153	3.92	123.64	14	NA	✓	✓	Jan 20	★★★★☆
FZS 25	1.57 lakh	249	1/ac	20.8/8000	20.1/6000	5	154	NA	NA	14	NA	✓	✓	NA	NA
Fazer25	NA	249	1/ac	20.8/8000	20.1/6000	5	154	NA	NA	14	NA	✓	✓	NA	NA

YZF-R3

We Say: One of the most competent all rounders, well suited for road and track use.
Also See: Kawasaki Ninja 300, KTM RC 390

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
YZF-R3	NA	321	I2/lc	42/10750	29.6/9000	6	173	NA	NA	14	NA	✓	✓	NA	NA

MT

We Say: Stylish street roadster that is usable every day
Also See: (for MT-15) KTM 125 Duke, Bajaj NS 200, TVS Apache RTR 200 4V

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
MT-15	1.39 lakh	155	1/lc	18.5/10000	13.9/8500	6	138	4.97	121.44	10	NA	✓	✓	Sep 19	★★★★½
MT-09	NA	847	I3/lc	115/10000	87.5/8500	6	193	NA	NA	14	NA	✓	✓	NA	NA

YZF-R1

We Say: MotoGP derived technology places the new R1 among the best superbikes in the world.
Also See: Aprilia RSV4, BMW S 1000 RR, Honda CBR 1000RR, Kawasaki Ninja ZX 10R, Suzuki GSX-R 1000

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
YZF-R1	NA	998	I4/lc	200/13500	112.4/11500	6	199	NA	300 (L)	17	NA	✓	✓	NA	NA
YZF-R1M	BO	998	I4/lc	200/13500	112.4/11500	6	201	NA	300 (L)	17	NA	✓	✓	NA	NA

Competition Bikes & Off-road Vehicles

KAWASAKI www.kawasaki-india.com

KLX

We Say: Non road legal dirt bike for your kids to start on, finally.
Also See: No options

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
KLX110	3.00 lakh	112	1/ac	7.3/7500	8.0/4000	4	76	NA	NA	3.6	NA	✗	✗	NA	NA
KLX140G	4.07 lakh	144	1/ac	NA	NA	5	99	NA	NA	5.8	NA	✗	✗	NA	NA
KLX450R	8.49 lakh	449	1/lc	NA	NA	5	126	NA	NA	8	NA	✗	✗	NA	NA

KX

We Say: Full on non road legal bikes in two stroke and four stroke flavours.
Also See: Suzuki RM-Z

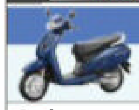
	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
KX100F	4.88 lakh	99	NA	30 (est)	NA	6	77	NA	NA	5	NA	✗	✗	NA	NA
KX250F	7.43 lakh	249	1/lc	50 (est)	NA	5	104.7	NA	NA	6.4	NA	✗	✗	NA	NA
KX450F	7.79 lakh	449	1/lc	NA	NA	5	110	NA	NA	6.2	NA	✗	✗	NA	NA

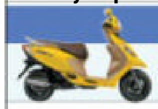
SUZUKI www.suzukimotorcycle.co.in

RM-Z

We Say: Suzuki usher in dirt bikes that pack a punch; with a price tag to match
Also See: Kawasaki KX

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
RM-Z250	7.10 lakh	249	1/lc	NA	NA	5	106	NA	NA	6.5	NA	✗	✗	NA	NA
RM-Z450	8.31 lakh	449	1/lc	NA	NA	5	112	NA	NA	6.3	NA	✗	✗	NA	NA

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Scooters															
APRILIA www.aprilia.com															
SR															
We Say: Exciting moto scooter that is all about the fun. **Also See:** Honda Grazia, Suzuki Burgman Street, TVS Ntorq 125, Vespa 125															
Storm	91,321	124.45	1/ac	9.92/7700	9.7/6000	V	NA	NA	NA	6	NA	✓	CBS	NA	NA
SR 160	1.04 lakh	160.03	1/ac	11/7600	11.6/6000	V	NA	NA	NA	6	NA	✓	✓	NA	NA
SR 160 Race	1.11 lakh	160.03	1/ac	11/7600	11.6/6000	V	NA	7.89	96.49	6	NA	✓	✓	Nov 20	★★★★☆
SXR															
We Say: The big plush boy of scooters in the country. **Also See:** Suzuki Burgman Street															
SXR 160	1.25 lakh	160.03	1/ac	11/7600	11.6/6000	V	129	NA	NA	7	NA	✓	✓	NA	NA
BMW MOTORRAD www.bmw-motorrad.com															
C 400															
We Say: Great looks and goodie loaded, this is the ideal jump for the econo commuter who wants more. **Also See:** Honda Activa 6G															
C 400 GT	9.95 lakh	350	1/lc	34/7500	35/5750	V	202	NA	NA	12.8	NA	✓	NA	NA	NA
HERO MOTOCORP www.heromotocorp.com															
PLEASURE															
We Say: Great looks and goodie loaded, this is the ideal jump for the econo commuter who wants more. **Also See:** Honda Activa 6G															
Pleasure Plus	57,600	110.9	1/ac	8.2/7000	8.7/5500	V	104	NA	NA	4.8	NA	✓	CBS	NA	NA
DESTINI															
We Say: Hero's first ever 125 cc scooter is now on sale. **Also See:** Honda Grazia, Suzuki Access 125, TVS Ntorq 125															
Destini 125 VX	66,800	124.6	1/ac	9.1/7000	10.4/5500	V	113	7.78	97.74	5.5	NA	✓	CBS	Feb 19	★★★★☆
MAESTRO EDGE															
We Say: New Hero 110 cc scooter wants to have an edge over the competition. **Also See:** Honda Dio, Grazia, TVS Ntorq 125, Yamaha Fascino															
Maestro Edge 125	71,450	124.6	1/ac	9.1/7000	10.4/5500	V	112	NA	NA	5.0	NA	✓	CBS	NA	NA
HONDA www.honda2wheelersindia.com															
ACTIVA 															
We Say: The most popular scooter now in its fifth generation. **Also See:** TVS Jupiter															
Activa 6G DLX	65,412	109.51	1/ac	7.79/8000	8.79/5250	V	107	NA	NA	5.3	NA	✗	CBS	NA	NA
ACTIVA 125															
We Say: More power and big improvement overall compared to its smaller engined sibling. **Also See:** Hero Destini 125, Suzuki Access 125															
Activa 125	67,490	124	1/ac	8.3/6500	10.3/5000	V	111	10.71	88.54	5.3	NA	✗	CBS	NA	NA
Activa 125 Deluxe	74,490	124	1/ac	8.3/6500	10.3/5000	V	111	10.71	88.54	5.3	NA	✗	CBS	Jan 20	★★★★½
DIO															
We Say: An Activa with good looks. Pillion foot rest is a pain, though. **Also See:** TVS Jupiter															
Dio DLX	63,340	109.51	1/ac	7.76/8000	9/4750	V	105	NA	NA	5.3	NA	✗	CBS	NA	NA
AVIATOR															
We Say: Positioned for the premium market. Good, but expensive. **Also See:** NA															
Aviator	NA	109	1/ac	8.11/7000	8.94/5500	V	102	NA	NA	6	NA	✓	CBS	NA	NA
Aviator (Disc)	NA	109	1/ac	8.11/7000	8.94/5500	V	106	10.83	83	6	52	✓	CBS	Dec 09	★★★★½
GRAZIA															
We Say: Sharp and trendy contender in the 125 cc scooter segment. **Also See:** Aprilia 125, Suzuki Burgman Street, TVS Ntorq 125, Vespa 125															
Grazia	80,978	124	1/ac	8.25/6000	10.3/5000	V	108	7.15	92.1	5.3	53.5	✓	CBS	May 18	★★★★
SUZUKI www.suzukimotorcycle.co.in															
ACCESS															
We Say: Effortlessly quick and a nimble handler but priced on the higher side. **Also See:** Hero Destini 125, Honda Activa 125															
Access 125 (drum)	67,100	124	1/ac	8.7/6750	10/5500	CVT	104	NA	NA	5	NA	✗	CBS	NA	NA
Access 125 (disc)	70,000	124	1/ac	8.7/6750	10/5500	CVT	103	NA	NA	5	NA	✓	CBS	NA	NA

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
 BURGMAN **We Say:** Premium 125 cc scooter from the famed Burgman range. **Also See:** Aprilia SR 125, Honda Grazia, TVS Ntorq 125, Vespa 125															
Burgman Street	77,900	124	1/ac	8.7/6750	10/5500	CVT	110	9.26	92.27	5.6	NA	✓	CBS	Sep 18	★★★★☆
TVS www.tvsmotor.com															
 XL **We Say:** A bare bones, no nonsense mode of transportation **Also See:** No options															
XL100 Comfort	30,490	99.7	1/ac	4.35/6000	6.5/3500	1	80	NA	NA	4	NA	✗	✗	NA	NA
XL100 Comfort i-Touch	41,274	99.7	1/ac	4.35/6000	6.5/3500	1	86	NA	NA	4	NA	✗	✗	NA	NA
 SCOOTY PEP+ **We Say:** An engine upgrade makes it even more desirable. **Also See:** NA															
Scooty Pep+	NA	87.8	1/ac	5/6500	5.8/4000	V	95	12.2	74	5	50.67	✗	✗	Nov 05	★★★★☆
 **SCOOTY ZEST** **We Say:** Venerable badge gets a larger heart and contemporary design. **Also See:** NA.															
Scooty Zest 110	59.850	109.7	1/ac	7.82/7500	8.8/5500	V	103	NA	NA	5	NA	✗	✗	NA	NA
 JUPITER **We Say:** Good features and comfort for the price. **Also See:** Hero Maestro Edge 125, Honda Dio, Yamaha Fascino															
Jupiter	61,449	109.7	1/ac	7.5/7000	8.4/5500	V	109	9.98	88.78	5	43	✓	CBS	NA	NA
Jupiter ZX	69,052	109.7	1/ac	7.5/7000	8.4/5500	V	107	9.98	88.78	5	43	✓	CBS	NA	NA
Jupiter Classic	67,911	109.7	1/ac	7.5/7000	8.4/5500	V	108	10.45	80.95	5	43	✓	CBS	Oct 20	★★★★☆
Jupiter 125	75,210	124.8	1/ac	8.04/6500	10.5/4500	V	108	NA	NA	5.1	NA	✓	NA	NA	NA
 NTORQ **We Say:** Engaging and comfortable scoot that is loaded with features. **Also See:** Aprilia SR 125, Honda Grazia, Suzuki Burgman Street															
Ntorq 125 (disc)	69,975	124.8	1/ac	9.4/7000	10.5/5500	V	118	6.93	98.71	5	NA	✓	CBS	May 18	★★★★½
Ntorq Race XP 125	85,025	124.8	1/ac	9.4/7000	10.5/5500	V	118	6.93	98.71	5	NA	✓	CBS	NA	NA
VESPA www.vespaindia.com															
 125 **We Say:** If you love retro, buy the Vespa. **Also See:** Aprilia SR 125, Honda Grazia, Suzuki Burgman Street, TVS Ntorq 125															
Vespa 125 Urban Club	93,035	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	Jun 13	★★★★½
LX	96,615	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	Jun 13	★★★★½
ZX	1.01 lakh	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	NA	NA
VXL 125	1.10 lakh	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	NA	NA
SXL 125	1.14 lakh	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	NA	NA
 150 **We Say:** Be there or be square? Square is cool. **Also See:** Aprilia SR 150, Honda Grazia, Suzuki Burgman Street, TVS Ntorq 125															
VXL 149	1.23 lakh	149	1/ac	10.2/7600	10.6/5500	V	114	NA	NA	6	NA	✓	✓	NA	NA
SXL 149	1.27 lakh	149	1/ac	10.2/7600	10.6/5500	V	114	NA	NA	6	NA	✓	✓	NA	NA
YAMAHA www.yamaha-motor-india.com															
 CYGNUS RAY **We Say:** Stylish scooter with a Yamaha badge. **Also See:** TVS Ntorq 125															
Ray ZR 125 (disc)	76,830	125	1/ac	8.2/6500	10.3/5000	V	98	NA	NA	5.2	NA	✓	CBS	NA	NA
Ray ZR Street Rally 125	83,830	125	1/ac	8.2/6500	10.3/5000	V	99	NA	NA	5.2	NA	✓	CBS	NA	NA
 FASCINO **We Say:** The lightest scooter yet from the Yamaha stable. **Also See:** Hero Maestro Edge 125, Honda Activa 125															
Fascino 125 (disc)	78,530	125	1/ac	8.2/6500	10.3/5000	V	99	NA	NA	5.2	NA	✓	CBS	NA	NA
 AEROX **We Say:** The lightest scooter yet from the Yamaha stable. **Also See:** Hero Maestro Edge 125, Honda Activa 125															
Aerox 155	1.29 lakh	155	1/lc	15/8000	13.9/6500	V	126	NA	NA	5.5	NA	✓	CBS	NA	NA

Electrics

ATHER ENERGY www.atherenergy.com

ATHER

Top speed: 80 km/h (450 Plus and 450X)*
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
450 Plus	1.40 lakh	51.1V	5.4	2.23	108	NA	85*
450X	1.59 lakh	51.1V	6.0	2.9	108	NA	85*

AVAN MOTORS www.avanmotors.com

XERO

Top speed: 25 km/h (Xero)*, 45 km/h (Xero+)*
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Xero	NA	48V	0.25	1.15	NA	NA	70*
Xero+	NA	48V	0.8	1.15	NA	NA	106

BGAUSS www.bgauss.com

B8

Top speed: 50 km/h*
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
B8 Lead Acid	NA	60V	1.9	1.34	NA	NA	78*
B8 Lithium Ion	NA	57.6V	1.9	1.45	NA	NA	78*
B8 Li Technology	NA	57.6V	1.9	1.45	NA	NA	78*

CHETAK www.chetak.com

CHETAK

Top speed: 60 km/h*
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Chetak Premium	1.43 lakh	NA	4.0	3.0	NA	NA	85*

ELECTROTHERM www.yobykes.in

YO ELECTRON

Top speed: 25 km/h
Tested: Aug 11

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
YO Electron	NA	48V	0.225	1.152	84	NA	70*

YO XPLOR

Top speed: 25 km/h*
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
YO Xplor	NA	48V	0.25	1.152	86	NA	70*

EVOLET www.evoletindia.com

PONY

Top speed: 25 km/h
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
EZ	NA	48V	0.35	1.152	NA	NA	65*
Classic	NA	NA	0.35	NA	NA	NA	65*

POLO

Top speed: 25 km/h
Tested: NA

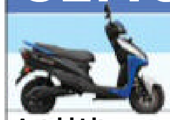
	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
EZ	NA	48V	0.35	1.152	NA	NA	60*
Classic	NA	NA	0.35	NA	NA	NA	60*

DERBY

Top speed: 25 km/h
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
EZ	NA	60V	0.35	1.8	NA	NA	60*
Classic	NA	NA	0.35	NA	NA	NA	60*

GEMOPAI www.gemopai.com



ASTRID LITE

Top speed: 52.5 km/h
Tested: Feb 20

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Astrid Lite	NA	72V	2.4	1.7	160	1.96	55

#-on-road, Delhi

* - Claimed

HERO ELECTRIC www.heroelectric.in

HIGH SPEED

Top speed: 25 40 km/h
Tested: Mar 09

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Flash LX	56,940	48V	0.25	1.34	69	NA	NA
Optima HX	78,640	48V	1.2	1.34	73	NA	55*
Nyx HX	83,940	48V	1.2	1.34	77	NA	50*

PHOTON

Top speed: 45 km/h
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Photon HX	79,940	72V	1.8	1.87	87	NA	80*

KABIRA www.kabiramobility.com

KM Series

Top speed: 100/120 km/h*
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
KM 3000	1.27	73.6V	6.0	4.0	NA	NA	120*
KM 4000	1.37	73.6V	8.0	4.4	NA	NA	150*

LOHIA AUTO www.lohiaauto.com

OMA STAR

Top speed: 25 km/h
Tested: Aug 11

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Oma Star	NA	48V	0.25	0.96	NA	NA	60*
Oma Star Li	NA	48V	0.25	0.96	66	NA	60*

OKINAWA www.okinawascooters.com

RIDGE

Top speed: 45 km/h
Tested: Apr 17

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Ridge+	61,791	60V	0.8	1.56	NA	NA	110

PRAISE

Top speed: 62.30 km/h
Tested: May 18

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
Praise Pro	76,848	72V	2.5	NA	140	2.34	105

OLA www.olaelectric.com

S

Top speed: 90 115 km/h
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
S1	85,000	NA	8.5	3.97	121	NA	121
S1 Pro	1.10 lakh	NA	8.5	3.97	125	NA	181

REVOLT www.revoltmotors.com

RV

Top speed: 45 65 km/h
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
RV300	95,000	60V	1.5	2.75	101	NA	110*
RV400	1.18 lakh	72V	3.0	3.24	108	NA	100*

TVS www.tvsmotor.com

iQUBE

Top speed: 78 km/h*
Tested: NA

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
iQube	1.01 lakh	NA	4.4	NA	118	NA	75*

THE MAN. THE MACHINE.. THE TYRE...

NYLOGRIP EZEERIDE
MRF

Available in tube and tubeless types for both front and rear fitments.

MRF NYLOGRIP
EZEERIDE
a biker's delight

Available at all MRF T&S Outlets MRF FRANCHISEE MRF Tire Tok Outlets MRF TIRETOK
MRF Exclusive Outlets MRF Exclusive and MRF Authorised Dealerships MRF
www.mrftyres.com | /mrfcorporate | /MRFWorldwide | /mrfcorporate

Available for the popular bikes in:
Hero, Honda, Bajaj, TVS, Yamaha, Suzuki, Royal Enfield & Harley Davidson.

DEALERSHIP: MRF Limited advises the public that it has no Websites seeking dealership applications.
The public is further cautioned that there could be FAKE Websites claiming to be MRF.
For **Dealership Requests,** please approach your nearest MRF District Sales Office or send email to "write2us@mrfmail.com"

Shapoorji Pallonji
Built to last... since 1865

Jammu Udhampur Highway, Jammu, India

Driving India's transport with
4.5k+ lane kms of roads

154 years in business | 70,000+ global workforce | Presence in 70 countries

Engineering & Construction | Infrastructure | Real Estate | Energy | Water | Financial Services

Shapoorji Pallonji And Company Private Limited
Corporate Office : SP Centre, 41/44 Minoo Desai Marg,
Colaba, Mumbai 400 005, India.
Tel +91 22 6749 0000

www.shapoorjipallonji.com

If You Want to get these Newspapers Daily at earliest

English Newspapers»»

Indian Express, Financial Express, The Hindu, Business Line, The Times of India, The Economic Times, Hindustan Times, Business Standard, First India, Mint, Greater Kashmir, Greater Jammu, The Himalayan, The Tribune, Brill Express, The Sikh Times, Avenue Mail, Western Times, Millennium Post, The Statesman, State Times, The Pioneer, Hans India, Free Press, Orissa Post, Mumbai Mirror, Mid-Day, Deccan Chronicle, Deccan Herald, Telangana Today, Financial Times, The Asian Age, The Telegraph, Oheraldo, Gulf of Times, The New York Times, The Washington Post, Los Angeles Times, USA Today, The Wall Street Journal, The Guardian, The Times

Hindi Newspapers»»

दैनिक जागरण, राजस्थान पत्रिका, दैनिक भास्कर, हिंदुस्तान, नवभारत टाइम्स, बिज़नस स्टैंडर्ड, अमर उजाला,पंजाब केसरी, उत्तम हिन्दू, जनसत्ता, लोकसत्ता, हरिभूमि, द पायनीयर,जागरूक टाइम्स, राष्ट्रीय सहारा, दैनिक ट्रिब्यून, युवा गोरव, भारतीय सहारा, स्वंतंत्र वार्ता, सीमा संदेश, दैनिक सवेरा,एक्शन इंडिया, मदरलैंड वॉइस, देशबंधु, हिमाचल दस्तक,

Others»» Hindi & English Editorial, Employment News, Malayalam Newspapers

Type in Search box of Telegram And you click join
will find a Channel named @demo_eapper join it and

receive daily editions of all popular epapers at the earliest

Or

you can clickon this link

NOW AVAILABLE ON
TELEGRAM

https://t.me/demo_eapper